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BALTIMORE, AUGUST 13, 1897.

The attendance upon the Nashville Exposition for its first three months was 724,000. During the next three months it is expected that the daily attendance will steadily increase, particularly since a number of special days will be observed, so it is reasonable to expect that the total number of visitors will be beyond the 1,500,000 mark.

In another column the Manufacturers' Record publishes an interview with Mr. W. W. Finley, vice-president of the Southern Railway, in which, from the standpoint of deep personal interest in the development of the South, recent observation and a close touch with its progressive influences, he expresses firm faith in better times for that section. His reasons are sound—large crops raised and harvested on an economic basis, an expanding coal and iron trade, and increasing demand upon the capacity of the mills. These are some of the many agencies at work for the South, which will assume larger and larger proportions as the conservatism of that section becomes more and more influential in its public affairs.

The State Railroad Commission of Georgia has shown its good sense in refusing to reduce cotton rates. The report of its proceedings says that Commissioners Trammell and Crenshaw voted to sustain the present rates, on the ground that the railroads are not in the financial condition to stand a loss in revenues. This position was taken, in spite of the assertion of Capt. D. G. Purse, of Savannah, that the reduction should be made, whether it threw the roads into the hands of receivers or not. But the majority of the commission wisely argued that it ought not to prevent the roads from making a living. Captain Purse intimated that he might retire from his position of commissioner of Savannah's freight and transportation bureau. It would be interesting to know exactly how he acquired in that capacity the notion that railroads are of benefit to a State that refuses to permit them to operate on a paying basis.

Southern Crime in Demand.

Why will the Northern papers find so many "race wars" in the South? There can be no such thing.—Florida Citizen.

Such a comment is absolutely puerile in view of the fact that Southern newspaper correspondents write all that Northern newspapers and readers know about the race wars and lynching bees down there.—Philadelphia Press.

Both the complaint and the criticism of it have a reasonable basis, yet each has an erroneous squint, in that it seeks to shift the responsibility for as reprehensible a practice as has ever disgraced American journalism. It is true that Northern newspapers publish accounts of negro brawls in the South as race wars, but it is equally true that Southern correspondents furnish the exaggerated or imaginary details upon which such accounts are framed.

Neither party is guiltless, but the origin of the evil, its primary motive, may be readily traced to Northern newspapers, to metropolitan journalism.

Metropolitan journalism, in its intense form, is the provincialism which acts upon the principle that anything which happens in New York is ipso facto of transcendental importance to the rest of the country. When that metropolitanism degenerates still further to the assumption that the story of an unusual crime is of first importance to its readers, it gives the cue to other papers in the country which aspire to metropolitanism, and to correspondents who expect to blossom into New York journalists. Hence it is but natural, as happened the other day, to find a Southern paper denouncing lynching in a column of editorial, but devoting three columns to padded details of the aftermath of the latest lynching, and, in the absence of other illustrative material, printing a map of three counties through which the body of the victim was carried to its burial. If the Atlanta Journal did that, could it blame an Atlanta journalist for sending a column dispatch about the lynching to a New York paper? And is it not rather natural, however blame-worthy, for a correspondent, seeing that metropolitanism neglects the multitude of usual crimes in its own vicinity in exploiting the unusual, to make his wares salable by magnifying, if not by inventing, the details of a crime in his own section?

All this is but a case of the ramification of degenerative tendencies. But there is another phase of the question which should be studied by every lover of truth. It should never be forgotten that there is in some quarters a demand for Southern crime. This demand is a result not so much of malice, but of the purpose of diverting attention from the beam which is in one's own eye by pointing to the mote which is in the other fellow's eye. It is born of the deliberate desire to prevent the inevitable development of the South, because narrowness cannot escape from the belief founded upon years of habit, that one section of this country cannot advance except by the suppression of the others. Nothing is better adapted

to prevent migration to the South than pictures of crimes there, by calling a race war what in New York, Chicago or Cincinnati would hardly assume the proportions of a police station-house episode. And it is needless to say that if actual crimes are not forthcoming they are invented, for it is an unfortunate fact about certain forms of modern journalism that the supply of alleged news is always equal to the demand.

The remedy for this evil must come from the South. In the first place, the newspapers of that section should reduce to the minimum their records of local crimes and should demand that their news suppliers send them other matter, such as industrial information, from New York and elsewhere, and not studies in criminology, immorality and vice. The Birmingham Age-Herald, for instance, should assume another attitude than that taken in the following sentences:

It would be an injustice to the public to keep it in ignorance of the criminal news of the day. People need such information to enable them to protect their lives, their property and their families. Without it they would fall easy victims to murderers, robbers and swindlers, to say nothing of more dangerous outlaws.

These words are part of an argument, not even specious, in reply to a protest against the evil under consideration. But there is a vast difference between keeping people in ignorance of criminal news and circulating minute and disgusting details of crimes that have happened or have not. Widespread publication of such stuff is no more a warning against crime than lynching is the cure for the evil which it seeks to meet. Both are rather conducive to greater lawlessness.

When all Southern newspapers have set their faces sternly against such practices in journalism and have asserted their undoubted right to be furnished with legitimate news from outside, they will be prepared to correct the associated evil—the sensational correspondent. Commenting upon recent occurrences at Mobile, the Register said:

Our people are at times much stirred and feel a desire to hasten justice, but, upon reflection, recognize that we have good courts, wise judges, and that the law is the protector of the weak, and must be maintained. This is Mobile's long-established reputation. It cannot be destroyed by the sensation monger and his dispatches of the "yellow" variety, which the newspapers, which prefer a fabrication well told to the truth, welcome and pay a large price for. Still, our people resent as wholly a gratuitous slander the reports sent out derogatory to the city's good name.

This is not strong enough. A better way of putting it is that adopted by the Florida Times-Union, referring to the same incident as follows:

We ought to abolish the mob, and will do so in time, and we ought to get rid in short order of the "fakir" of mob news. He is a public enemy.

Every Southern newspaper could profitably carry those sentences at the head of its editorial column. If, in ad-

dition, it should use the same enterprise in securing for publication the names of "those present" at a lynching and those who fake news, as in narrating the details or in protesting, both evils would speedily become things of the past.

Suppressing by Absurdity.

When will the South escape the convention habit and the opportunities which it affords for injury by ridicule? There are times when a convention may accomplish a great deal of good; there are other times, particularly when half a dozen men get together after a great deal of preliminary fanfare, organize themselves into a "Southern Convention," adopt resolutions and follow them into the great forgetfulness, when no good is done, even if actual evil does not follow.

An apt illustration of this is had in the "Cotton-growers' Convention," called to meet at Galveston on August 2. Its expectations were thus set forth in the Austin Statesman of August 1:

It is believed here that there will be quite a large attendance of farmers and other interested persons at the interstate cotton meeting to be held at Galveston on tomorrow, in compliance with the joint resolution passed by the last legislature asking Governor Culberson to call a convention there to suppress the bucket-shop evil in its influences on cotton prices. All the Southern cotton-growing States will, from present indications, be represented by large delegations, and in some instances upward of forty will be on hand. Texas will also be well represented. Quite a number of farmers from this section are going down to attend the meeting, leaving tonight, which promises to be one of great importance to them.

Thirteen delegates had been appointed from Texas alone. Of these six assembled on August 2, with Hector D. Lane, of Alabama; Isaac A. Suggs and J. W. Wyatt, of North Carolina. They effected a temporary organization and then went to the Cottonseed-crushers' Convention, where two of them made speeches. The next day the "Cotton-growers' Convention" reassembled, and the Galveston News devoted three columns to its proceedings. The following extracts are worthy of reproduction:

The convention of cotton-growers of the Southern States, which convened at the Beach Hotel yesterday morning, was a failure in so far as attendance alone was concerned, there being but ten delegates present and but four States—Texas, Alabama, North Carolina and South Carolina—represented. So far as enthusiasm and voicing the sentiments of the cotton-growers are concerned, the meeting of these ten representatives and the permanent organization of the cotton-growing farmers were apparently a success. The representatives were of a class of intelligent, practical sons of toil, who seemed fully conversant with the conditions of their class and capable of considering the remedy for the evil, which they claim lies in the operations of "future" dealing in cotton markets. Their edict has gone forth that the farmers of the Southern States shall prosecute a vigorous warfare for the suppression of what they contend is the source of nearly all evil and the most destructive agency in the land against the cotton industry and the producers of the fleecy product.

With the promptness of an organization thoroughly business in all its dealings, the infant association reassembled in the par-

lors at the Beach Hotel at 9 o'clock yesterday morning. Chairman Jackson called the meeting to order and announced the convention ready for business. The report of the committee on credentials in finding the ten delegates duly entitled to seats at the convention was adopted. Mr. J. H. Manning, of Little Rock, S. C., having arrived yesterday morning.

Before adjourning the morning session the chair appointed Messrs. Peyton and Jackson a committee on reception to meet the delegates arriving on the noon trains and escort them to the convention.

After the adoption of the resolutions every member present made a speech touching on the necessity of united and prompt action for the relief of the growing evil.

The chair then appointed the ten delegates on the executive committee and the meeting adjourned subject to the call of the chairman.

It is not necessary to reproduce the resolutions. It is not necessary to comment at length upon the statement that the slim attendance was due to delay in reduced railroad rates becoming effective. The ten delegates were supposed to represent about 1,000,000 cotton-growers. The 999,999 growers not present were doubtless too busy gathering their cotton or preparing to do so to pay much attention to a "convention," especially since other "conventions" intended to reduce the cotton acreage have proved so futile.

The cotton-growers, in displaying a lack of interest in "conventions," are manifesting common sense.

Texas for Honesty.

Texas has voted against validating certain bonds held by the school fund of the State. The chief objection to the measure was that similar bonds are held by individuals, and, as the Manufacturers' Record pointed out some time ago, the credit of the State might have suffered if all the bonds were not made valid. In going home to vote Governor Culberson said that the opposition to the measure was purely political, based upon the hope that a declaration by the Supreme Court of the State that the bonds were void might be used in the next campaign. He took the ground that for politics men would bring ruin upon the State, and that he would accept the amendment because it was all right as far as it went. In criticism of this position the Galveston News says:

Those who voted against the amendment would not have opposed it had it granted justice to all, but they believed that the partial validation proposed would result in permanently defrauding individual holders of their due, or perchance have forced them to exact justice through the federal courts. This of itself would have entailed disgrace to the State. There was no desire to ruin the State or to deprive it of a dollar which belongs to it, for two years hence, if the present administration failed, the legislature could have submitted an honest amendment which will not challenge righteous opposition, but command general approval.

Let the Galveston News and all other journals and the people of Texas who are determined to maintain their State's integrity earnestly strive to induce the next legislature to submit an amendment covering all the bonds, and to carry the amendment at the polls.

In an interview at Birmingham, Gen. C. M. Shelley said:

Alabama, and especially the Birmingham district, has a great future, and I believe that in a very short time money will seek investment more actively here than in any other State in the Union. With these indications our young men would act very unwisely to seek homes elsewhere—even to visit the gold fields of Alaska. There can be more gold made by working the mines of Alabama than can be found in the gold mines of the far West.

In the rush for gold only few succeed. In developing the natural wealth of any Southern State upon legitimate

lines few, if any, fail. That is the marked difference between Alaska and Alabama.

Mulhall and the South.

Since the Manufacturers' Record called attention to the unscientific attitude of Mr. Mulhall in his statistical study of this country, particularly the southern part of it, other papers have questioned his infallibility. The latest criticism is by the New York Journal of Commerce. It finds that Mulhall makes the mistake of comparing the results of later censuses with that of 1870, without cautioning the reader of the well-established imperfections in that census; it expresses the belief that he has confounded cause and effect in the relation of immigration and wealth in Florida and Texas, and adds:

Mr. Mulhall's comparison falls short of doing entire justice to the progress of the South in the last twenty or twenty-five years. In this period the railroad mileage, the bank capital, the manufacturing capital and the agricultural resources have increased notably.

That is practically the same point made several weeks ago by the Manufacturers' Record. It is reproduced from a Northern paper for the purpose of suggesting to some of our Southern friends that they have not displayed the alertness demanded of those who should be ever ready to catalogue and refute every statement likely to interfere with the steady progress of their part of the country.

The criticism which was generally accorded to Mulhall's article was apparently based, not upon a careful reading of the article itself, but upon an editorial published first in the North and finding no error or omission. This was either reproduced bodily or embodied without the addition of a fact or a comment in other editorials. There were exceptions to this, but their scarcity only emphasized the general tendency to swallow the output of New York bodily and reissue it without regard to its probable effects.

The editorial of the Manufacturers' Record was intended to meet just such a contingency, and the similar position of the New York Journal of Commerce should impress all Southern newspapers with the danger of taking too much for granted in literature.

Sound Advice to Miners.

Gen. B. D. Spilman, in a letter to the Wheeling Register, takes the ground that if West Virginia miners aid in winning the present strike they will give their natural enemies a club to destroy them. He writes:

West Virginia is the latest development in coal. We entered the markets with Pennsylvania and Ohio as deadly enemies. Every ton of business and every hour's employment for miners in this State has been obtained by main force against the combined opposition of the operators and miners of Pennsylvania and Ohio. They have demanded and obtained the following lake rates for years past: From Pittsburg, ninety cents; from Ohio, eighty-five cents; from West Virginia, \$1.05. They damned West Virginia coal up hill and down, and resorted to every known means of retarding the output from this State. It is natural that they should, because there is market in the whole United States for only one-fourth of the capacity of its mines now in existence. Look at the situation today. Pennsylvania, Ohio, Indiana and Illinois are doing no coal business. West Virginia practically alone is supplying the market, and prices are normal and falling. Suppose West Virginia miners organize and put themselves under the supreme control of Mr. Ratchford, of Ohio, thereby turning the business of West Virginia over to the control of their natural enemies, Pennsylvania and Ohio, what will they get? They will get the privilege of giving up some of the work they now have to the miners of Pennsylvania and Ohio.

PROSPERITY IN THE CROPS.

Vice-President W. W. Finley, of the Southern Railway, Sees Unmistakable Signs of Better Times in the South.

Probably no man in the South is in a better position to judge of the business conditions of this section than Mr. W. W. Finley, vice-president of the Southern Railway Co. As his system covers some 6000 miles, reaching from Washington to the Mississippi river, he is naturally brought in daily touch with the whole business life of this section. In an interview with a reporter of the Manufacturers' Record a few days ago, after a trip to the South, Mr. Finley said:

"From my investigations into the conditions existing in that portion of the South lying east of the Mississippi river and south of the Ohio and Potomac rivers, I should say that there are unmistakable signs of better times in that section.

"The cotton crop promises to be large, and the grain and tobacco crops are also heavy. Large crops are being raised and will be harvested on an economic basis, the cost of production being very much below the average of former years. This fact, of course, has an important bearing on the net results to the farmer.

"The coal traffic in this section is more or less stimulated by the strikes elsewhere, but the coal and iron business of the whole South is steadily expanding. The export trade in iron is constantly growing, and is now becoming an important feature in Southern business affairs. With the settlement of the coal troubles in the North, it is believed that the domestic traffic in iron will materially increase. Already a number of additional furnaces in the South have been put into blast, and arrangements are being completed for a large increase in the production of iron and for a more vigorous operation of rolling-mill enterprises. Steel-making in the Birmingham district is a success, and this has already given a very decided impetus to kindred enterprises in that section. The coal operators of Alabama, in connection with the Southern Railway Co., are making a strong effort to substitute Alabama coal on the Mississippi river and tributary streams south of Greenville, Miss., in place of Pittsburg coal. The ultimate success of this undertaking is, I believe, assured. At present the consumption of Pittsburg coal in that territory is about 1,250,000 tons annually, much of which is consumed by the sugar-makers of Louisiana and other manufacturing industries. With the increase in sugar production in Louisiana—an interest that promises to extend very rapidly—the annual consumption of coal will be much larger. The arrangements already made for shipping Alabama coal to Greenville and loading it on barges and sending it down the Mississippi river are such as I am sure will lead to the capture of this extensive trade by Southern coal miners.

"At present the lumber interests show no material increase in business, but will doubtless respond to the better times, which must necessarily follow the marketing at good prices of the grain crops in the West and South and the cotton crop of the South."

"It is," said Mr. Finley, "extremely gratifying to note the conservatism so strongly advocated by the Manufacturers' Record, which is found in the action of the railroad commissions of North Carolina and Georgia, and the recent refusal of those bodies to reduce railroad rates.

"A fair illustration of the business situation throughout the territory reached by the Southern Railway is indicated by

a letter now before me from one of our station agents in Tennessee, who writes as follows: 'Our flouring mill and woolen mill are both running day and night; our knitting mills have increased their capacity; business heavier generally than it has ever been here; the woolen-mill people say that they will have to run constantly at night or put up another plant. The demand for their goods is so great that they may put up another plant and also run at night.'

Mr. Finley is noted for his careful, conservative views on business interests, and is not disposed at any time to express any opinion unless based on well-established facts. This makes his interesting statements of the business conditions in the South of more than usual value.

TRADE WITH GERMANY.

Undeveloped Opportunities for Ports of the South.

[Special Cor. Manufacturers' Record.]

It has been my intention ever since my arrival in Europe to send an occasional line to the Manufacturers' Record, but it has not been possible for me to cope with my own work fully and to attend to outside business besides. Nevertheless I feel that I ought to let you know how well those have liked your valued paper to whom I have shown it, and how much surprised they were at its size and make-up, since trade papers in Europe as a rule are much smaller than the Manufacturers' Record. I have seen a few monthlies only that came anywhere near your weekly in the number of pages.

As far as business with the South of the United States is concerned, I must say that comparatively little is known about this valuable part of our beloved country. Many people confound the South with South America, and only those having direct business with ports like New Orleans and Galveston have a correct conception of the geographical position of the South.

American machinery is much admired here, and is imported largely for the purpose of cheap imitation. There are so-called German-American machinery companies which obtain first-class working models, as well as complete machines, and imitate same in good style. You can, therefore, buy bicycles, shoe machinery, agricultural implements and machinery which resembles closely the genuine American article, but which is simply high-class imitations. In spite of this there is, I believe, a very large field here for American machinery, as well as for manufactured goods. There appears to be no doubt that we are far ahead in certain specialties, especially in machinery for mining and hauling purposes, pumps, railroad cars (both freight and passenger service), crushing machinery, disintegrators, etc., while we might improve upon our textile and weaving machines by adopting some of the European patterns.

Insulation and insulating materials are not known to the extent that we have them in the United States, and the insulating papers made here do not seem to come up to the American in quality and durability.

Cold storages are few except those necessary in connection with breweries, and in all my travels I have not seen a refrigerator car with the exception of beer cars.

The American parlor car is built and used for royalty only, and kings and princes only travel in such luxurious and comfortable trains as the Pennsylvania, the New York Central and the Lake Shore Limited and others in the United States are.

When the Southern ports once have regular and fast steamers going to European ports, when the direct trip from port to port will not exceed the time consumed by fast steamers to Northern ports, plus a few days for the inland trip, then the South will have wonderful chances for European connections. I have just read the following announcement, promulgated by the Frankfort Chamber of Commerce:

"As we hear from reliable authority, a French firm in New Orleans has established there a sample storehouse as the representative of French manufacturers, which fact enables dealers to give orders direct to manufacturers after the samples shown. It seems necessary, especially in view of a higher import duty in the United States and the thereby increased difficulty to enter the American territory, to further reduce the expenses upon imports there and to take advantage of the situation. There is no doubt that this result can be obtained by direct shipments to said port with a regular and direct line of steamers. Considerably lower storage charges, as well as reduced costs of forwarding to the interior (the latter caused by competition of railroads with river transportation in the entire large Mississippi valley), would make it pay to ship goods to New Orleans which are destined for said territory and now go by way of New York. The interest of dealers in New Orleans in such relations is a striking one, and large orders have been sent to France already."

This is very sad for us New Yorkers, but it seems that it is bound to come, and I do not see how we can guard against it.

I have great faith in the future of Baltimore, New Orleans, Galveston and Newport News as ports of entry and as shipping centres, and naturally the tributary country must benefit by these changes as well as the cities themselves.

By the way, canned goods, especially fruits and vegetables, are very expensive here, and not nearly as good as the American goods as a rule. It is true the duty on canned goods here is very high, but could this very large part of our commerce not be looked after in future treaties? Here is an immense field for the South, and one that ought to be cultivated. If Europe continues to bar out canned goods the Southern merchant and farmer should begin to plant sugar beets. This would be the surest and most effective way to retaliate.

ROBERT GANZ,

Editor The National Provisioner.
Frankfort-on-Main, Germany.

BUDGET FROM HOUSTON.

The People of the City Wide Awake
to Their Opportunities.

[Special Cor. Manufacturers' Record.]

Houston, Texas, August 9.

Wheat in immense quantities is being exported through Gulf ports. The tonnage of the cereal will exceed cotton the present season at several Gulf ports. Secretary Coburn, of the Kansas State Board of Agriculture, in his latest report gives assurance that the Kansas wheat crop will exceed 50,000,000 bushels.

The Houston Post, in a double-leaded editorial, says, among other things, that the completion of a thoroughly-equipped, up-to-date beef and pork packery in Houston will stop the people of Texas from buying their meat from the North. It will encourage the raising of hogs in Texas, and will be an incentive for the farmers to produce more corn. This is an entirely new industry in this city, and it has attracted a great deal of favorable comment.

The people of Houston are leaving no stone unturned in their effort to secure a

deep-water channel to the jetties at the mouth of Galveston bay. A joint committee, embracing members of the city government, Cotton Exchange and Business League, are securing the right of way from land-owners on both sides of the bayou.

Cotton is being marketed much earlier than was expected. The cashier of a leading bank remarked to your correspondent this morning: "We will send out \$100,000 cotton money today."

Mr. A. M. Levy, of this city, while on a visit to New York recently, with characteristic enterprise took occasion to give some striking pointers about prosperity in this section. He said:

"The outlook for a big trade in Texas this fall and winter is extremely flattering. Of course, it is impossible to prophesy at this early date as to the cotton crop, which is our largest resource, but the wheat harvest is over and our farmers have in hand more wheat than at any time in the history of the State. The same is true with regard to oats, and Texas this year will have corn to spare for export. The lumber market is brighter than for five years past. Cattle men are in fine humor, and, as Texas produces about 17 per cent. of the cattle raised in the United States, this industry is of vast importance. I shall buy with the expectation of having a big trade this fall and winter, and I do not believe there is much chance of disappointment."

The people of Houston are determined to add to the importance of this city as a manufacturing centre. Some of the leading business men are now interesting themselves in establishing a fruit and vegetable cannery. The raw material is grown here in large quantities, and it is about decided that corn, tomatoes, peaches, pears, beans and pumpkins can be canned as cheaply at Houston as anywhere in the country.

The Texas coast country is being rapidly divided up into small farms and orchards. All agree that underground tile drainage is an absolute necessity, and manufacturers in this particular line will find it to their advantage to investigate Houston and the surrounding country.

TRANSMISSION OF POWER.

Important Projects Being Promoted
in the South.

A number of very important projects for the transmission of power are now being promoted in the South. The extensive water-power which is afforded by some of the Southern rivers it would appear has attracted the interest of not only Northern, but Southern capitalists, who realize the benefit which would result from constructing power-houses and utilizing the currents.

Relative to the water-power development at Columbus, Ga., which was briefly referred to in a recent issue of the Manufacturers' Record, John Hill, of Columbus, Ga., engineer for the present owners, has furnished the Manufacturers' Record a detailed description of the project.

The dam across the Chattahoochee river will be located about one-half mile above the city of Columbus, and is to be 1100 feet long. The fall through the turbine wheels is to be thirty-five feet. The estimated horse-power at ordinary stages of water is from 8000 to 12,000 at this point, while during nine or ten months of the year the volume of water represents nearly double this amount, in the opinion of Mr. Hill. The dam is to be built from a granite ledge on the Georgia side to Carter Island, crossing the river bed and that island for a distance of over 800 feet, terminating at another granite ledge on the Alabama bank. It is calculated

by the location of the dam that fully 800 cubic yards of masonry will be saved in construction. The power station for electric transmission will be placed on the Georgia side over the channel between Carter Island and the mainland, which is forty feet wide and twenty-five feet deep. The horizontal water-wheels of the power station will be installed in pairs of 1000 horse-power units, net, each pair being coupled to 750-kilowatt generators. Arrangements will be made for placing 5000 to 6000 horse-power for use for electric transmission of power to the tableland in the vicinity in both Georgia and Alabama.

The dam itself will be of granite masonry built upon granite bed rock. The other materials for permanent work will be of iron and steel, and a railroad track will be constructed to deliver material directly to the spot. The stone necessary can be blasted upon the site and lifted by derricks into place as required. Sand is also abundant in the vicinity, and it is calculated that cement, lime and lumber will be the only articles to be transported for the dam itself.

In the vicinity of the dam is an extensive area of land, which is desirably situated for mill sites. The company also announces that it will donate, free of cost, sites for factories on the river on either the Georgia or Alabama bank, or on Carter Island. There will be no occasion to transmit power for more than one-half or three-quarters of a mile for plants which may be erected in this vicinity. The current can be transmitted to Columbus by less than two miles of wire. According to Mr. Hill's statement, this power can be developed at less cost than that of any similar development in the United States. As already stated in the Manufacturers' Record, in addition to Mr. Hill, G. Gunby Jordan, of Columbus, and J. F. Hanson, of Macon, Ga., have purchased the site for the dam. The company, under the title of the Columbus Power Co., has been organized, and it will be ready to receive and award contracts for the entire work in a few days.

Messrs. Charles W. Williams and Andrew Pizzini, of Richmond, in connection with several Baltimore and New York parties, are securing options from owners of water rights on the James river at Richmond with a view of raising the dam across the river just above the city and greatly increasing the power. The total fall is calculated to be about eighty-five feet at this point, of which seventy-five feet could be made available. The promoters expect to produce between 9000 and 11,000 horse-power for the benefit of manufacturing enterprises in and near the city.

The Watauga Lighting & Power Co., at Johnson City, Tenn., has decided, it is understood, to construct a dam on the Watauga river for the purpose of electrical transmission of power. The dam, it is understood, is to be built across the river at what is known as King's Shoals, and will be about sixteen feet in height. The promoters expect to realize at least 1500 horse-power at low water, which will be utilized for manufacturing purposes and possibly for the operation of a street railroad.

In the last issue of the Manufacturers' Record reference was made to the plan of Mr. J. W. Taylor, of Baltimore, who has become interested in the development of the water-power of the Chattahoochee river near Atlanta. At this point there is a 40-foot fall, with ten miles of transmission, and a 32-foot fall, with from fourteen and a-half to seventeen miles transmission. It is calculated that the horse-power to be obtained is 25,000. The current generated from this point

could be easily carried to Atlanta and made use of among the many establishments in that city, as well as for illumination and railroad motive power if desired. It is understood that about \$1,500,000 capital may be invested in the enterprise. In addition to Mr. Taylor, whose office is in the Manufacturers' Record Building in Baltimore, Emerson, McMillan & Co., of 40 Wall street, New York, and R. H. Smith, of Gainesville, Ga., are also interested.

SOUTHERN PAPER CLAYS.

Advantages Possessed by the South
Carolina Product.

Clays, in general, are silicates of alumina, with varying proportions of impurities, derived from the decomposition of various rock-forming minerals, and deposited at a distance from their place of formation in more or less shallow beds. Thus, the decomposition of feldspar rocks results in the formation of a white clay, a nearly pure silicate of alumina, called kaolin. When this clay is used for the manufacture of china-ware it is called china clay; when it is used as a filler, make-weight or glaze for paper it is known as paper clay. The deposits of paper clay that are commercially valuable are either residual or sedimentary, though the latter has an annual production far exceeding the former. The residual deposits occur east of the Blue Ridge, along the line of the old Azoic outcrops, lying in the States of Vermont, Massachusetts, Middle and Eastern Pennsylvania and Western North Carolina.

The sedimentary beds lie in Northeastern New Jersey, Delaware, East Shore of Maryland, Middle South Carolina and Georgia and Central Florida—all at a considerable distance from the old South Mountain range. The paper clays of the United States come from four Northern residual clay deposits having an aggregate annual production of about 3700 tons, and from four sedimentary deposits in South Carolina having a yearly output of about 27,000 tons. The average price of the Northern clays, which have to be washed, is \$6 to \$7 per short ton at mines in bags, while at the South Carolina mines it is but \$5 per long ton in casks. The average price of both at New York, however, is nearly the same, so that competition for the papermakers' trade is very keen. It is a curious fact that in the North the residual kaolin is used principally in paper, while the potters employ the sedimentary deposits, while in the South the residual kaolin is used entirely by potters and the sedimentary or transported clay is used only by papermakers.

The South Carolina kaolin, which we will now call paper clays, are located principally in Aiken county, near the centre of the State, in a wooded district 120 to 130 miles from Charleston, the shipping point. They are covered by about six to fourteen feet of soil, and lie in beds four, six, eight and twelve feet thick, sometimes with a layer of sand on top or bottom, sometimes with part of the deposit holding sand. The clays show every indication of being sedimentary in character and of their deposition in recent geological time. There is, consequently, no more difficulty in digging the clay than is experienced in any brick-yard, with the exception that there is more waste. This paper clay is remarkably free from gritty substances. When placed between the teeth it is found to be perfectly smooth, while the best washed clay will be slightly gritty. Of course, the washed clay has been floated not more than 150 feet, while the Aiken county clay has been

floated probably 175 miles during a very quiet era when the Carolinas were under water, and it would naturally be free from coarse particles. Much of the clay is pure white, but most of it has a slightly yellowish tint, which fades somewhat on exposure to air and light. It also has a very slight hydraulic property, though the hardness on drying does not prevent falling apart readily when again immersed in water.

The deposits are opened for working on an incline, so that carts can readily travel from the clay bank to the drying shed. All the labor is drawn from the negro population, and they are paid sixty to seventy-five cents a day. As all the work is plain sailing, and there is not much sorting to be done, the labor is sufficiently intelligent, while it is doubtful whether any mechanical excavator could do as good work any cheaper. They work against a breast extending from the surface to the bottom of the clay bed, first removing a bench of earth, then the clay under it. After about a week on the floor of the drying shed, which is open at the side, the clay is placed in a barrel or cask holding 2240 pounds of clay. Sometimes the casks carry 2100, sometimes 2300, but as they are weighed at their destination, this is immaterial. All casks are made on the spot by negro labor. They are packed by a negro tramping the clay down firmly, headed and hauled by teams to the railroad several miles away—three miles in one instance. The following is probably the average expense account per cask: Cost of digging, \$1; cost of cask, \$1; cost of haulage, fifty cents; freight, Aiken to New York, \$3.20; total expenses, \$5.70; miners' profit, \$2.50; selling price, \$8.20.

As some of the clay has been sold for less than this, the miners' profit cannot be counted at more than \$2 per ton. The freight rates to Philadelphia, Baltimore and Boston are \$3.35 per cask, and to Cincinnati \$4 per 2000 pounds. The usual price at mines is \$5 per cask f. o. b. at Aiken, though the Wallpaper Trust is said to have bought its supply at \$4.75. Clay containing sand, however, can be bought f. o. b. Aiken as low as \$3.75 per cask. The clay is shipped to Charleston, transferred to the Clyde Line of steamers and brought North as ballast. At New York the casks are transferred to canal boats for northern New York State delivery, and to the railways for the interior.

The qualities essential to a good paper clay are: A white or nearly white color, for even when working on tinted papers a white clay is preferred, and in fine coated papers, glazed cards, fine writing paper, etc., a white clay is so necessary that mills pay \$16 per ton for the best English clay; the clay must fall apart or "dissolve" readily in water, otherwise lumps would tend to ruin both paper and machinery; there must not be any gritty material in paper clay, as it would not only roughen the product, but would scratch the rolls and wear out the wire cloth of the pulp machine; harshness due to sharpness of grains as shown by the microscope condemns a clay, because it not only scours away the wire cloth, which is a very expensive item to the paper mill, but it makes a harsh paper that wears away the faces of type very rapidly; this cause alone has practically driven out "agalite," a pulverized ligniform asbestos, from most of the paper mills, although this substance has an excellent color and is very finely pulverized; "retention," or the property of remaining in suspension in the pulp, is a very important quality, as it varies from 40 to 80 per cent. of the clay added in the beater.

About 150 to 200 pounds of clay are added in the beaters to 1000 pounds of paper stock; the more clay is added the higher will be the percentage of clay retained by the pulp, but this has its limit, for too much clay makes the paper brittle, and thus neutralizes the effect of the adhesive "size." Paper clay is used to add weight to the paper, which is sold by weight, and also to produce clear impressions in printing. A coated paper, or one having a clay surface, is necessary in fine printing, such as of half-tone engravings or delicate drawings, and the growth of magazine literature has given this trade a great impetus. Paper "fillers" were known long ago, but then such substances as talc, whiting, etc., were employed; today kaolin clays have the monopoly, with the exception of "agalite." The latter substance is mined in Northern New York as a rock from a depth of 400 to 500 feet, is pulverized in cylindrical-ball mills, screened and sold f. o. b. Gouverneur at \$6 per ton; for a year or two all the mills used it, but they are now returning to kaolin paper clay, even though at a higher price.

In the wallpaper trade there is consumed at least 10,000 tons of paper clay annually. Here it is used as a body for colors. The clay is put into a large tank and stirred with water mechanically and continually, thus insuring a smooth wash. The ground coat, or background, is usually a single tint spread over the entire surface of a long strip of paper and allowed to dry, forming a surface which will readily receive the printed design subsequently impressed by the rolls.

All colors employed are mixed with the clay wash to the proper consistency to print well, so that there is a great deal of clay used, probably a carload per week at the average factory. South Carolina clay is pre-eminently adapted for wallpaper manufacturers' use. It works "free," that is, it assimilates and spreads evenly without clotting, becoming sticky or clogging the brushes, which qualities very few clays possess. It is nearly pure white, which is a very essential quality. Yellow tints are very popular in decoration by reason of their warm and bright effect; if a slightly dark or bluish clay is mixed with a bright yellow it loses its brightness and becomes a dirty greenish yellow; so also if the clay is yellowish in cast, when mixed with light green or light blue it will at once destroy their brightness. The proof of the pudding lies in the eating, and, as most of the wallpaper firms are using Aiken clay, it naturally follows that the said clay is best for their use.

The principal evil these paper-clay producers have to fear is ruinous competition. Already the net profits are as low as they should be, and unless the miners come to an understanding for their mutual benefit and the control of output, there will be more monuments in the South. Men are beginning to see nowadays that the "sink or swim" policy is demoralizing to business, and that to maintain a healthy condition in trade it is necessary to have general supervision. However, today the South Carolina paper clays have the advantage over all others in the market in price, quality and supply, and there is a very good prospect of their maintaining that position for an indefinite length of time to come.

H. K. LANDIS, E. M.

The address by Edward Atkinson before the Savings Banks' Association of New York State, on the importance of the savings bank as a lender or distributor of capital, has been published in pamphlet form.

Extent of Pyrites Mining in Virginia.

At Mines, Mineral City,

Louisa County, Va., August 3.

Editor *Manufacturers' Record*:

It is a long time since I sent you anything from this section, but the report, lately widely published, that "John D. Adams is developing a large deposit of pyrites in Tennessee, etc., with 500 tons present daily capacity," makes me smile. The daily consumption of the United States is only 1200 tons. Under the circumstances it may be well to give you an item of the actual progress being made in pyrites trade in Louisa county.

Arminius has been busy every moment since July, 1896, and begins the new year (July, 1897,) with larger orders in hand than ever before taken so early in the season. We shall without doubt ship 50,000 tons during the coming twelve months, and this station will have a freight record of at least 100,000 tons of ores in that time—30 per cent. over last year's shipments. In the freight lists of the Chesapeake & Ohio Railway we stand fifth in line—only the coal stations being ahead of us.

In spite of the hard licks given our industry by the McKinley bill years ago, and the bitter warfare waged by the Spanish mine-owners ever since, American pyrites, as represented by the Louisa county ores, have steadily gained a place throughout the country until the output has been trebled and prospects are bright for the gradual replacing of all foreign ores. If we were to erect our own acid works on the ground, or at some nearby point, where all the products of the ores could be treated, not many years would pass until the country would be free from foreign dictation in this particular product. There is mined at the present time, and to be mined, in a few of our States, sufficient pyrites to supply all trade demands in the United States, but it must not be expected that trade lines can be changed in a day, nor can we overcome so drastic a measure as the clause in the McKinley bill (also in the Dingley bill), which placed pyrites on the free list, against the protests of the best men of the land. In spite of the flooding of this country with foreign ores, to the detriment of all mine enterprises in America since that date, the mines which were just started and in a fair way to supply demands have been forced to learn many lessons by a long season of adversity since that time, and now, with modern methods and careful management, are able to successfully compete with their foreign foes, on a basis where the future is assured as against both tariff and unjust methods of business.

It will be a very pleasant thing for those of us who have borne the brunt of the strife to see American ores produced in sufficient quantities to entirely shut out importations, and that day is not so far distant. To contemplate that we are paying out every year over \$3,000,000 in gold to foreign producers of sulphur and sulphur ores (every dollar of which ought to be spent at home for our own sulphur) is not pleasant, and it is only a question of a little time when we shall be in a position to save all that outgo of good cash, and employ American capital in the industries connected with so important an article as sulphur.

No country on earth is better qualified in all ways to bring to bear the results which would flow from utilization of sulphur (in whatever form obtained) in the Southern States, and nowhere in the world can acids be manufactured so cheaply and sold so readily in unlimited quantities. We could support an invested capital of \$5,000,000 in this mining district alone; with ores enough for the com-

ing fifty years, and with markets for all products within a few hundred miles of our doors.

You have always done so much to assist in a material increase of Southern industries, that it must make you proud to publish this year the fact that in no branch of manufactures in the South is there a greater improvement than in the chemical trade. Fully \$1,000,000 will be invested this year in new plants, extensions and repairs, with the assurance of a trade in fertilizers and other chemical products for the coming year of nearly double any past output. A very significant fact in this connection is the absence of old stocks of goods in the hands of the fertilizer manufacturers. Every one of them starts even this year, with a safe full of good paper, with good credit and an unbounded faith in the future of all industries down South.

How much of this feeling of confidence is due to the plucky fight of the Virginia pyrites owners will never be known, but certainly a number of the Southern works would be languishing and discouraged if at the mercy of the foreign ore-sellers, who would fix prices to largely benefit the chemical works along the coast, and thus assist in crowding all small works to the wall, while making it impossible for new works to be erected, and when we look over the Southland and see the numbers of small fertilizer factories in prosperous working and with prospects of successful operation for many years to come, free from arbitrary demands of a foreign syndicate, it seems as if Virginia ought to be noticed favorably at times, not only because we are in the markets to stay, as against all comers, but also because we may some day be dictators of the prices of acids along the coast line, and, therefore, of greater assistance to the interior cities. Small chemical works located throughout the South will do more to foster the proper spirit of mining and development of mining interests than any speculation by outside parties, and the time will surely come when from many sections along the mineral belts of the Southern States, from Maryland to Alabama, there will be sufficient pyrites produced to supply all local wants, thus guaranteeing to the immediate sections what has long been a necessity, low-priced fertilizers for the farming communities.

W. H. ADAMS.

Carlos G. Estenos, acting consul-general, No. 19 Whitehall street, New York, writes that the Peruvian government, wishing to increase trade in the machinery and kindred lines with manufacturing countries, has decided to establish on December 9 next at Lima, Pa., a permanent exposition of all classes of manufactured articles in the lines of machinery, giving preference to such as are mostly used in Peru, viz., agricultural implements, mining machinery, electrical appliances of every description and apparatus for labor-saving. All exhibits will be exempt from custom-house duties, as well as from consular fees.

Very few people have an idea of the different kinds of merchandise an ocean steamship carries from the United States to foreign ports. The other day the Johnston Line steamer Vedamore loaded at the Locust Point docks of the Baltimore & Ohio at Baltimore sixty-six cars of lumber, four of starch, nineteen of oil-cake, six of provisions, one of organs, one of flour, twenty-two of tobacco, two of wire, three of sugar, thirteen of fresh meat, twenty of sheep, or 1699 head, forty-five of cattle, or 888 head, three of lead, one of copper, four of merchandise and 161 of grain, making a total of 371 carloads.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

A GEOGRAPHICAL NECESSITY.

President Stillwell on the Kansas City, Pittsburg & Gulf Railroad.

At a recent dinner which he gave at the Algonquin Club, Boston, to stockholders and others interested in the Kansas City, Pittsburg & Gulf Railroad, President Stillwell, of the company, explained what had been accomplished and spoke of the prospects of the road. He said, according to the epitome of his remarks by the Boston News Bureau, that the road was a geographical necessity, and it will make a difference to the farmer in getting his wheat to market of two cents a bushel.

The Gulf road had a controlling interest in seven of the ten elevators at Kansas City, and it is believed that 90 per cent. of the grain in these elevators go south for export via the Gulf road.

Already fifty-six saw mills have been built on the line of the road, some of which furnish as many as seventeen cars of lumber per day. The rate on lumber to Kansas City is twenty-two and a-half cents per hundredweight, which gives the road \$100 a car in freight.

It is estimated that there is fully 1,000,000 cars of freight in the timber lands tributary to the Gulf road, and it is estimated that one acre of standard timber produces as much freight as one acre of wheat for fifty years, one acre of cotton for forty years and one acre of corn for thirty years.

This will give some idea of the business in store for the Gulf road from one source alone.

The stone industry along the road has assumed large proportions. When the road was built it was not known that granite, sandstone and other stone deposits were on the road in large quantities, and this was not discovered until after the road was built. Earnings from this source alone will be \$1000 a day.

The soft-coal deposits on the Gulf road cover between 2000 and 3000 acres, one-half of which lands are owned by the Gulf and the other half by the Missouri Pacific. The mines by October 1 will be producing smokeless coal at the rate of forty cars a day. The Southern Pacific uses 125,000 tons of coal a year on its Southern division, and when its present contract expires this fall it will contract for its supply with the Gulf road.

Forty per cent. of the road has been rock-ballasted. Rock ballast costs the Atchison, Fort Scott and other Southwestern roads forty to fifty cents a yard delivered, while the Gulf road secured the slag from the zinc furnaces at Joplin, on its road, at \$2 a car. Ties cost the Atchison and other Southwestern roads forty-five to fifty cents a tie, while they cost the Gulf road twenty cents a tie, as they are secured on its own road.

Ohio River & Charleston.

In a letter to the Manufacturers' Record, Messrs. Dick Bros. & Co., of Philadelphia, partially confirm the report that arrangements are being made for building extensions to the Ohio River & Charleston line. The letter states that Mr. E. R. Dick, chairman of the finance committee of the Investment Company of Philadelphia, Pa., has been examining the line of the railroad, also the locality in and around Charleston, with a view of building about seventy miles of new road. As already stated in the Manufacturers' Record, it is contemplated to extend a branch now under construction between Blacksburg and Gaffney, S. C.,

as far as Spartanburg; also to build a road between Camden and Sumter, S. C. In addition to Mr. Dick, President Samuel Hunt, of the railroad company; G. R. Carr, of Baltimore; R. K. Tyler, of Washington, D. C., and A. M. Hance, of Philadelphia, have also made the inspection. At Charleston they had a conference with George B. Edwards and others, and it is believed that the system will have Charleston as its tidewater terminus, either by the railroad company building the extension, or through the efforts of the Charleston people. As the company has no bonded debt except \$600,000, which it is understood has been floated in Philadelphia for the extensions, it is placed in a position to add a considerable mileage to the road.

Since the above was written the Manufacturers' Record is in receipt of advices from Mr. Evans R. Dick, of the firm of Dick Bros. & Co., in which it is practically decided to extend the Ohio River & Charleston line north to the coalfields and make its Southern terminus at Charleston.

Chesapeake & Ohio's Prosperity.

The condition of the Chesapeake & Ohio system is attracting considerable attention in investment centres, especially New York. It is stated that the report soon to be issued will make a very gratifying exhibit, and that, after deducting the expense of a large amount of improvements, including double track, sidings, etc., the company will show a net surplus of \$300,000, more than double the surplus reported last year. In this connection it is stated that the Chesapeake & Ohio stock is in demand, and that among the orders received have been several for English investors.

As the Chesapeake & Ohio depends for a large amount of its export traffic on the grain fields of the West and Northwest, the statement which has recently been made by M. E. Ingalls is interesting. Mr. Ingalls has been through what are known as the Central Western States, and is of the opinion that the wheat crop is of the best quality. While a very large yield will be made of grain and oats, he also states that the hay crop is the largest ever known in this section. He believes that the United States will have to supply a large portion of the European market, as the Russian wheat crop is below the average, and Indian wheat practically a failure.

Queen Anne's Railroad.

The last step has been taken by the Queen Anne's Railroad Co., of Baltimore, to complete its line across the Eastern Shore of Chesapeake bay to the Atlantic coast. A representative of the company informs the Manufacturers' Record that Messrs. Wade, Burns & Co. have secured the contract to build the line to Lewes, Del., on tidewater, and that there is a possibility that trains will be in operation from Queenstown over the new line about September 1. Connection is made with Baltimore by a steamer service across the Chesapeake bay. Arrangements have been made to build a grain elevator at Queenstown, which is now under construction. The Queen Anne's Railroad, which is being built by the Peninsular Construction Co., of Baltimore, is the result of Baltimore enterprise, and represents an investment of a large amount of capital from this city. It is generally believed that it will be the means of bringing a large share of business to Baltimore which heretofore has been diverted to Philadelphia and other Northern points.

Atlantic Coast Line Extensions.

According to reports from North Carolina, the Atlantic Coast Line has deter-

mined to build two quite important additions to its system in that State. A company known as the Southeastern Company has been organized, with \$125,000 capital, which includes H. Waters, W. G. Elliott, J. W. Norwood, J. T. Divine, W. E. Riach and J. R. Kenly, all of the Atlantic Coast Line. This company proposes to construct a road from Elrod, on the Fayetteville branch of the Wilmington & Weldon division, to Hub, in Columbus county. This road, which will be twenty-two miles long, will connect the Wilmington & Weldon with the Wilmington, Chadbourn & Conway line, and also with a railroad which was completed about a year ago by the Hub Lumber Co.

It is also understood that the Atlantic Coast Line has determined to build about nine miles of road in Robeson county to give it connections with other systems, and that contracts for this line have been let.

Mobile & Ohio Report.

The annual report of the Mobile & Ohio Railroad Co. for the year ending June 30, which was recently made public, is of a very encouraging nature. The gross earnings were \$3,867,858, as compared with \$3,619,071 for the corresponding period in 1895 and 1896. After deducting interest and funded debt, also \$126,805 paid for new equipment, a surplus was left of \$19,318.75. Were it not for the extraordinary expenditures for rolling stock, the surplus would be nearly \$150,000, an increase of \$60,000 over the preceding year. During the past year twelve locomotives and twenty-five refrigerator cars were secured.

With the completion of the Montgomery & Tuscaloosa branch of the Mobile & Ohio, which will give it a direct line from St. Louis to Montgomery, also another outlet to the sea by arrangement with the Georgia & Alabama road, the indications are that that system will make a much better showing than the one already referred to.

A Remarkable Map.

The Baltimore Steam Packet Co. is sending out the picture of what appears to be a marine monster. In reality it is a map of the James river between Hampton Roads and the head of navigation at Richmond. Anyone who is familiar with the James river is well aware that it twists and turns in and out, so that passengers on the steamer Virginia, of the James river route of the Old Bay Line, can frequently see a point of land from four different positions within an hour. Richmond and Manchester are at the tail, while the ferocious jaws follow the outline of the shore around Hampton Roads with remarkable accuracy. Few have any idea that this watercourse between its mouth and Richmond has such a remarkable shape. The streams entering it here and there form the legs of the animal, and the smaller creeks which form the streams constitute the different claws.

Rumors Denied.

Several rumors have been current in the daily press to the effect that the Chesapeake & Ohio is making arrangements to control what is known as the Dry Fork Railroad, in West Virginia, also the Charleston, Clendennin & Sutton road. President M. E. Ingalls advises the Manufacturers' Record that he knows nothing about their project.

Railroad Notes.

P. H. Coombs has been appointed commercial agent for the St. Louis Southwestern Railroad, with headquarters at Atlanta, Ga.

W. T. Rogers has been appointed traveling passenger agent of the Memphis & Charleston Railroad Co., with headquarters at Rome, Ga.

W. T. Musick has been appointed traveling passenger and freight agent for the International & Great Northern Railroad Co. at Palestine, Texas.

J. E. W. Fields, of Waco, Texas, has been appointed general freight and passenger agent of the Atlanta, Knoxville & Northern Railroad, succeeding W. B. Bradley.

The Houston & Texas Central Company has recently purchased four switch engines from the Schenectady Locomotive Works for service in Houston and vicinity.

The Illinois Central Company announces that the Ohio Valley division will be in charge of C. A. Beck, assistant vice-president, and A. W. Sullivan as general superintendent and David Sloan, engineer.

According to the last report of the State railroad commission of North Carolina, the valuation of the railroad, steamboat and telegraph property in the State is \$29,157,099. This is an increase of \$2,581,002 over the preceding year.

The Atlanta Journal has recently prepared a map showing the condition of the different railroads in Georgia in 1893 and at present. According to its calculations, about 2 per cent. of the mileage of the State is in the hands of the courts, while four years ago over one-half of the mileage was in the hands of receivers.

Arrangements have been completed for the consolidation of the People's Street Railway Co., the People's Electric Light Co. and the Paducah Electric Co. as one corporation, to be known as the People's Light, Power & Railway Co., at Paducah, Ky. George C. Wallace, it is stated, is to be general manager of the new company.

The Baltimore & Ohio has nearly completed the improvements to the road on the division between Cumberland and Brunswick, which includes straightening several curves and the reducing of several miles of heavy grade. A result of the improvements will be that heavier freight trains can be pulled over this division by one locomotive and faster time made by the passenger trains.

It is stated that a towboat is being built at Bay City, Mich., for special service in the Gulf of Mexico, which is to be one of the largest and most powerful vessels of its kind afloat. It will be of steel and 146 feet in length. The boat is to be used for transporting ocean barges between Gulf ports and Central and South America. It is understood that the boat will be one of the number to be used specially for this business.

A report from New Orleans is to the effect that the steamboat line proposed from that city to Europe by the Texas & Pacific Railroad Co. will be placed in service by Messrs. Lamport & Holt, who have a number of vessels now in service between this country and Europe. The railroad company has petitioned the city for an opportunity to extend its docks in New Orleans for the purpose of securing more facilities for the steamship line.

According to a dispatch from St. Louis, Mo., the traffic bureau of that city is considering the plan of establishing a branch line on the Mississippi river from St. Louis to New Orleans. The line will be for the purpose of carrying grain at a lower rate, and it is believed will tend to increase the importance of St. Louis as a grain market. Henry S. Potter, of the Consolidated Elevator Co., is mentioned as one of the promoters of the scheme.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

THE ROUND BALE.

New Presses Being Built—Absurdities of an Editorial Criticized.

The Centreville Jeffersonian, in its issue of July 16 last has a sharp criticism of the editorial change of base on the part of the New Orleans Times-Democrat regarding the new round-bale system. It calls attention to the unstinted praise given the process in the earlier stage, and adds:

"Now, the Times-Democrat found out all this favorable to the round bale, besides other things, but it seems that it didn't find out until recently that the system, if successful, will do away with the old compress system, and as the cotton will be ready to go directly to the spinner, bought practically at the gins in the field, it will also do away with the 'middleman' or the commission merchant, the curse to the cotton country, and incidentally do away with, to a great extent, cotton exchanges and future gambling; when lo! and behold! the Times-Democrat, the paper who had devoted columns in advocacy of the cylindrical press, now finds the press is 'patented' and in the hands of a trust.

"Indeed it was strange that the Times-Democrat never thought about the press being patented and owned by one man or set of men, just as an improved agricultural implement, or an elevator system for putting cotton into the ginstands, is owned by one man or a company, of course not. The Times-Democrat, of course, never dreamed that everything from a bachelor button to a 'mortgage-lifter' is patented nowadays, but it woke up from its Rip Van Winkle sleep probably by its own investigations or possibly by the investigations made and communicated to it by some of the old compress people or commission merchants, of whom there are not a few in New Orleans, who might suggest in a forcible way that the round press is a trust, and it was the Times-Democrat's duty, no matter how inconsistent its position in so doing would be, to violently oppose it.

"We do not know really what the round press will do, but if it will accomplish half as much as the Times-Democrat at one time claimed it would, viz., that it would do almost as much for the cotton industry as Eli Whitney's gin, then we say hail the day when such a trust was formed, and we trust some other genius will arise who will get out a patent that is even an improvement on the merits of this, which the Times-Democrat said was a revolutionizer in the interest of the farmer.

"According to the Times-Democrat, 'it will be seen that this new trust promises not only a complete monopoly of the packing and baling of the cotton, but announces that it will buy the raw cotton itself.' Now, the round-bale press people propose to press the cotton, and in order to prove that cotton pressed by them is marketable they propose to offer to buy it, offering more right here in our inland town than we ever got by shipping to a commission merchant, paying commissions and 'trimmings.' If such be the case, will not this new trust be a

boon to the farmer? If the cylindrical bale proves a success, and all testimony where it has been used, as well as the previous investigations of the Times-Democrat are to that end, then the Southern farmer will not longer be dependent upon the commission merchants, who have grown rich from the honest toil of the hard-working farmer, but then he will be independent, and the amounts he has been accustomed to pay for commissions, insurance and excess freight, to say nothing of loss in weight and other matters, such as 'averaging accounts,' will remain in the hands of the farmer to buy him and his children meat and clothes. Then, if such be the case, let the cylindrical press be established at every cross-roads in our country, if it can prove it has all the advantages so ably claimed for it by the Times-Democrat a few months ago, then we trust it will win in the great war being waged against it by the allied opposition, including the recently reconverted Times-Democrat."

Textile Notes.

The Poe Manufacturing Co., of Greenville, S. C., intends to add 300 looms to its equipment.

The Scotland Neck Knitting Mills, of Scotland Neck, N. C., are about to make considerable improvements. About fifty new machines will be added, which will double the present capacity, and sixty more operatives will be employed.

The McColl Manufacturing Co., of McColl, S. C., intends to put in 2000 additional spindles and other equipment necessary, including a boiler and an engine. The additional machinery has been ordered, and is now arriving at the mill.

The Louisville Cotton Mills Co., of Louisville, Ky., has purchased for installation this fall the 4000 additional spindles recently referred to. All other necessary preparatory machinery has also been ordered, and arrangements for supplies completed.

Mr. J. H. Dootson, of Athens, Ga., who is interested in the Athens Knitting Mill, has about decided to organize a \$15,000 stock company to erect another mill. The new mill will be a knitting mill also, but is to manufacture a different grade of goods from the present plant.

The Tennessee Line & Twine Co., of Elizabethton, Tenn., is endeavoring to arrange for the erection of a small cotton mill at Elizabethton. This mill consumes over 1000 pounds of No. 10 single yarn each day, and is desirous of having a cotton mill located at Elizabethton, so that this material may be secured on the ground. Martin E. Clark, manager of the company, can give information.

Arrangements are nearly completed for the commencement of operations in the Gambrill Textile Mills, which have been recently moved to Havre de Grace, Md., from Baldwin. A suitable building which was secured has been equipped with the necessary machinery, and an additional building for a dyehouse has been erected. The product will be tablecloths and similar goods. Several hundred operatives will be employed.

It is stated that Mr. J. F. Snyder, Birmingham (Ala.) agent of the land and industrial department of the Southern Railway, has been treating with an English party relative to the erection of a large cotton mill and bleachery at Birmingham. The party is Mr. H. Y. Porter, of Manchester, England, who has been on the ground investigating, and is said to represent English capitalists who have been contemplating investing in a cotton mill in the South.

The Eldorado Falls Cotton Mills Co.,

of Milledgeville, N. C., noted last week as having incorporated, does not intend to build a new mill. This company is a reorganization of the Yadkin Falls Manufacturing Co., and will buy the mill at receivers' sale, overhaul and improve the machinery, possibly enlarge and start spinning yarns. Messrs. J. C. McCannless, Lee S. Overman, T. F. Klutzz, Kerr Craig, W. A. Smith and L. H. Clement, all of Salisbury, N. C., are interested.

Work is progressing favorably on the buildings for the Avondale Mills at Birmingham, Ala. It will take about three months to complete the structures necessary, and the equipment decided on will then be put in. Eleven hundred looms and 35,000 spindles will be started, and the product is intended to be print cloths, of which probably 50,000 yards will be produced daily. Four hundred operatives will be given employment. Mr. David Trainer is manager of this enterprise.

The Georgia Western Cotton Mills, of Douglasville, Ga., has commenced work on its factory. The main building is to be two stories high, 150x430 feet, with boiler and picker-room detached, and a large warehouse. Equipment to be installed will be 15,000 spindles and looms to suit, which will give employment to probably 400 operatives. The stockholders in the company include Messrs. Jos. S. James, of Douglasville; Simon Baer, of Atlanta, Ga.; Messrs. Hertzog & Dittenhofer, of New York; J. M. Blakely, of Michigan, and others.

Iron Markets.

Cincinnati, Ohio, August 7.

For generations it has been a trite saying that this country commercially must depend upon "what comes out of the ground," and this has been a fact. This year, because of the short cereal harvests abroad, the truth is being pleasantly emphasized. In addition, the development of the vast resources of the country through the exercise of "Yankee ingenuity" has added strength and influence to our position among the leading nations of the earth, as is evidenced by the constantly-expanding exportations of our manufactures.

The foreign demand for our farm products has increased the values of grains to remunerative figures and given the producers a buying facility to which they have been strangers of late. This affords an extraordinary stimulus to domestic trading, and the enlarged exportations augments appreciably the activity of our factories and mills. Debts are being paid, and laborers and artisans employed to an extent the country has not enjoyed for several years. It is but natural that in the presence of the favorable conditions prevailing, a very hopeful feeling should pervade the trade. The demand now is for a merchant marine in which to facilitate the growing foreign traffic.

The demand for pig iron the past week has been moderate, but healthy. There is an absence of any speculative tendency, but there is confidence in a steady strong market. Consumers look for improvement, and are prepared to pay advanced prices later on, feeling they will secure correspondingly higher values for their products.

The coal strike has not seriously interrupted business thus far, and the supply of coke has been ample for requirements.

The market closes in good form and steady, with hardening tendency in figures for soft foundry grades, which are in active request.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry..	@ \$9 75
Southern coke No. 2 foundry..	@ 9 00
Southern coke No. 3 foundry..	@ 8 75
Southern coke, gray forge....	@ 8 50

Southern coke, mottled.....	@ 8 50
Southern coke No. 1 soft.....	@ 9 50
Southern coke No. 2 soft.....	@ 9 00
Belfont coke No. 1, Lake Sup.	11 00@ 11 25
Belfont coke No. 2, Lake Sup.	10 50@ 10 75
Hanging Rock charcoal No. 1.	14 50@ 15 50
Tennessee charcoal No. 1.....	12 50@ 13 00
Jackson Co. silvery No. 1.....	12 50@ 13 00
Standard Georgia car-wheel..	14 25@ 15 00
Tennessee car-wheel.....	13 00@ 14 00

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Alabama...	@ \$10 75
No. 2 X standard Alabama...	@ 10 00
No. 1 X lake ore coke iron....	@ 12 50
No. 2 X lake ore coke iron....	@ 12 00
Niagara coke malleable.....	@ 12 00
Standard Georgia charcoal...	@ 15 50

Philadelphia, Pa., August 7.

But little of a new or startling nature has transpired since our last report. Pig iron and steel have not perceptibly weakened. The situation is a strong one, the Iron Age and pessimists to the contrary notwithstanding. There has, however, been a sharp decline in straw hats.

We quote for cash f. o. b. Philadelphia:

No. 1 X standard Alabama...	@ \$10 75
No. 2 X standard Alabama...	@ 10 00
No. 1 X lake ore coke iron....	@ 12 50
No. 2 X lake ore coke iron....	@ 12 00
Niagara coke malleable.....	@ 12 00
Standard Georgia C. C.....	@ 15 50

ROGERS, BROWN & CO.

Missouri Lead and Zinc.

Mr. W. S. Pope, of Jefferson City, Mo., writes to the Manufacturers' Record that the lead and zinc interests in the southern part of Cole county and in Miller county, Missouri, are reviving. New strikes are being made and old shafts are being reopened and everything looks prosperous for the coming year.

Benefit to Southern Coal Shippers.

A bill was passed at the last session of Congress which will have an important effect in carrying the market for Southern coal in Mexico. The bill, which was introduced by Hon. Joseph Wheeler, of Alabama, is as follows:

"Be it enacted, etc., That section 4228 of the Revised Statutes is amended by adding to the same the following, to wit: 'Provided, That the President is authorized to suspend in part the operation of sections 4219 and 2502 so that foreign vessels from a country imposing partial discriminating tonnage duties upon American vessels, or partial discriminating import duties upon American merchandise, may enjoy in our ports the identical privileges which the same class of American vessels and merchandise may enjoy in said foreign country.'

The Alabama and Tennessee coalfields are 2000 miles nearer Mexico than the Welsh and English deposits. On account of the duty imposed by United States on foreign bottoms, Southern shippers have been greatly handicapped in selling coal in Mexico at a price which would allow an expansion of this trade. It is understood that a number of large contracts have been made, but were not carried out for this reason. The bill referred to was advocated by a number of Northern as well as Southern representatives in Congress, and the Manufacturers' Record is informed by Mr. Wheeler that as soon as the Mexican government advises the United States of its knowledge of the matter the measure will go into effect at once. It will be especially beneficial to the companies operating mines convenient to tidewater and the Mississippi river and Gulf of Mexico, and may be of considerable benefit to the operators in West Virginia who are in a position to send coal down the Ohio and Mississippi rivers. It will also be an important factor in increasing the coal trade from New Orleans, Mobile and Pensacola.

A steamer arrived recently at Savannah to load turpentine to Antwerp. The vessel is one of the tank variety, and will carry a full cargo to the Holland port.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., August 10.

A quiet market for cotton oil obtains, while prices have further advanced since our last report. A stronger and well-defined tone exists, notwithstanding the evident reluctance of purchasers to keep out of the market, imbued doubtless with the hope that lower prices may prevail. But this latter seems improbable, at least for the next six or eight weeks, the tendency being the other way. The favoring position of animal products, light oil stocks here and abroad and the needs of consumers indicate still higher prices. Lard fluctuates considerably, but not to an extent to affect cotton-oil values. October lard closed today, Chicago, at 4.32½ cents. Contrary to general expectations, tallow has developed considerable strength, and prices have been marked up ¼c., 3½ cents being quoted, and in some instances 3½ cents. Most of the business transacted during the week was on a comparatively small scale, the demand, whether for export or home consumption, having been checked by the latest upward movements. Prime yellow is now quoted at 27 cents, and good off grade at 25½ cents, while saponified red is in improved request but varying greatly in price, according to make. English oil, Liverpool, is firm at 16s. 6d., the advancing Egyptian seed market indicating a further upward improvement in oil. Private advices from Marseilles report soapmakers as being unusually busy, which circumstance, taken in connection with the known shortage of oils and greases, would indicate the demand for cotton oil cannot be delayed until new oil moves. Trade conditions are practically unchanged, the market being at this time a waiting one. All grades of choice oil are firm at the quotations given herewith: Prime crude, 21 cents; prime crude f. o. b. mills, 17½ to 18 cents; crude, off quality, 19½ cents; yellow summer, prime, 26 to 27 cents; yellow summer, butter, 31 to 32 cents; yellow summer, off quality, 25 to 25½ cents; white summer, 28 cents; yellow winter, 33 to 35 cents; white winter, 34 to 36 cents, and soap stock ½ to ¾c. per pound. Exports have been unusually light, the only important shipment being to England, aggregating 600 barrels.

Cake and Meal.—In sympathy with advancing mill-feeding stuffs the market is strong. American cotton cake, fair to prime, is selling in Liverpool at £5 5s. to £5 15s., the rapidly-decreasing stocks indicating a further advance in prices.

Cottonseed-Oil Notes.

The oil mill and plant owned by the Co-operative Manufacturing Co., of Forsyth, Ga., was sold at public auction last week to P. B. Maynard, of that city. The price paid was \$15,500.

The Prosperity Cotton Oil & Fertilizer Co., of Prosperity, S. C., received its charter last week. The capital stock is placed at \$15,000. The incorporators are R. T. C. Hunter, J. A. Sligh, J. L. Keitt, W. H. Blake and others.

Col. E. S. Ready, of Helena, Ark., who has been with the Arkansas Cotton Oil Co., of that city, for a number of years, has severed his connection with that corporation, to take charge of an independent mill, known as the Planters', in which he is part owner. The mill under Colonel Ready's management will be known as the New South Oil Mill, and will be one

of the most complete cottonseed-oil plants in the country. Operations will commence with the opening of the season.

The Southern Cottonseed Co., Limited, was chartered in New Orleans last week, with headquarters in that city. The company will manufacture cottonseed oil, cake and meal, and the products thereof. The capital stock is \$100,000. The officers of the company are William A. Ragsdale, president; William A. Pollock, vice-president, and P. H. Brown, secretary and treasurer.

The Navarro County Farmers' Alliance met at Corsicana, Texas, on the 2d inst., in called session, Hon. J. M. McWilliams presiding. The chief purpose of the meeting was to hear the report of the committee appointed some time ago to look into the practicability of building an oil mill at Corsicana, in conjunction with the Commercial Club. It is understood that the mill will, in all probability, be built.

The Southern Cotton Oil Co., of Savannah, Ga., is making extensive preparations for refining cottonseed oil near that city. A brick building has been erected at the company's works on the Savannah river, and the machinery is being rapidly placed in position. It is said the company will handle 50,000 barrels of oil during the first year, and expects to increase the capacity of the plant to 100,000 barrels. The officers of the company are Henry C. Butcher, of Philadelphia, president; W. J. McCahan, of Philadelphia, vice-president; Alan H. Harris, secretary and treasurer, and L. W. Haskell, manager.

The Texas Cottonseed-crushers' Association held its third annual convention in Galveston, Texas, on the 2d inst. Those in attendance pronounced it the most enthusiastic meeting held since its organization. Over 75 per cent. of the mills of Texas were represented by person or proxy. The convention being declared open, the president, H. L. Scales, of Corsicana, delivered his annual address, in which he called attention to attempted legislation that is inimical to the interests of the seed-crushers. He referred with particular emphasis to the attack upon oleomargarine, and suggested that millmen should take steps to counteract such legislation. The proceedings of the convention were not made public, but it is understood that there was a thorough discussion of the seed-crushing industry, taking up the state of the market, ruling conditions of insurance, methods of management, etc. At the afternoon session the following officers were elected for the ensuing year: H. L. Scales, of Corsicana, president; R. L. Heflin, of Galveston, vice-president; M. Sansom, of Alvarado, treasurer, and Robert Gibson, of Dallas, secretary.

The Board of Trade of Bartow, Fla., will issue a pamphlet treating of the growing of sugar and tobacco.

Messrs. G. W. Westbrook and W. A. Wright, farmers near Wilmington, N. C., have a machine for transplanting strawberries which waters and fertilizes the plants as it puts them down. It is operated by animal power, and will plant from three to six acres of ground per day, according to the condition of the land.

According to the report of the Southern Iron Committee for the first six months of the present year 528,893 tons of pig iron and pipe were shipped from the Alabama and Chattahoochee districts, of which 491,003 tons were pig iron and the balance pipe. Of this quantity, the Birmingham district had 353,406 tons. This is an increase of nearly 100,000 tons over the corresponding period of last year.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., August 12.

The volume of local business in phosphate rock shows a slight expansion during the past week, and the market is steady, in sympathy with other fertilizer ingredients. Advices from Southern phosphate districts report the market in South Carolina quiet, with values nominally steady and business at the mines being pushed with considerable vigor. The demand, however, both from domestic and foreign sources is moderate. The record of shipments from Florida phosphate mines for the month of July is more encouraging, and from the several ports shipments were above the estimates as a rule. Shipments from Port Tampa for July were 21,403 tons, Fernandina 14,013 tons and Punta Gorda 14,213 tons. In the Tennessee mines operations are being pursued with considerable activity, and a number of improvements by the different companies are being made in order to further the work of development. Freight rates on phosphate to this point from districts of production are steady and unchanged. There are no charters reported. In New York phosphate charters are reported few in number for the past week, and as the offerings of tonnage are moderate, rates are firmly maintained. The following are reported: The Spanish steamer Serra, 1250 tons, from Savannah or Brunswick to Hamburg or Bremen with phosphate rock at 16½; a schooner, 279 tons, from Orchilla to New York or Richmond with phosphate rock on private terms, and schooner Anna E. Ketchum, 371 tons, from Philadelphia to Charleston, S. C., with coal, and back with phosphate rock, lump sum.

Fertilizer Ingredients.

The general market is firm, with prices for ammoniates showing an advancing tendency. Stocks in the West are reported light, and holders generally firm in their views. The inquiry for nitrate of soda is light, and the market for spot lots steady and prices for arrivals a shade easier in tone.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 12½ @	—
Nitrate of soda	1 70 @	1 75
Blood	1 85 @	1 87½
Hoof meal	1 65 @	—
Azotine (beef)	1 70 @	—
Azotine (pork)	1 70 @	—
Tankage (concentrated)	1 65 @	—
Tankage (9 and 20)	1 65 @	and 10
Tankage (7 and 30)	15 00 @	16 00
Fish (dry)	18 00 @	18 50
Fish (acid)	12 00 @	—

Phosphate and Fertilizer Notes.

The new factory erected by the Old Dominion Guano Co., of Atlanta, Ga., in that city, near their large plant at East Point, will be completed in a few days. The building was erected at a cost of about \$25,000, and was built under the direction of Mr. D. L. Willingham, the superintendent.

The movement of phosphate rock among river miners in South Carolina since the reduction in royalty has been rather slow and the general market dull. The Farmers' Mining Co. has shipped away about 16,000 tons of rock; the Coosaw Company has shipped about 20,000 tons. The other three operating companies are getting out rock per month as follows: Farmers' Mining Co., 3000 tons; Beaufort Phosphate Co., 3000, and James Reid, about 700 tons.

A charter was issued on the 4th inst. to the Florida Kaolin & Manufacturing Co., of Jacksonville, Fla., with headquarters in that city and branch office in Philadelphia. The capital stock of the company is \$3,000,000. The incorporators

are Edwin J. Houston, president; A. A. Hibbs, vice-president; Howell Lloyd, secretary and treasurer, all of Philadelphia. It is the intention of the new company to purchase the plant, machinery and works of the Palatka Kaolin Co. and large tracts of kaolin land in Lake and Putnam counties, of Florida. Mr. Charles S. Edgar is general manager.

The shipments of phosphate from the port of Tampa, Fla., for the month of July amounted to 22,093 tons, of which 8626 tons were hard rock and 13,467 tons pebble. The Palmetto Phosphate Co. headed the list in volume of shipments, amounting to 6265 tons, of which 4655 tons went to Baltimore and 1610 tons to Cartaret, N. J.; Charles E. Absom, 250 tons of rock and 2003 tons of pebble for Hamburg; J. Buttgenbach & Co., 2793 tons of rock for Rotterdam and 2367 tons for Ghent; Bradley mines, 2288 tons of rock for Leith, Scotland, and 928 tons for Cartaret, N. J.; Land Pebble Phosphate Co., 2500 tons of pebble for Belfast and Swansea, and 1001 tons of pebble for Hamburg, and Bone Valley Phosphate Co., 1701 tons of pebble for Cartaret, N. J., making a total of 22,093 tons.

The shipments of phosphate rock from the port of Fernandina, Fla., for the month of July, as reported by E. D. Luckenbill, were as follows: Steamer Wolvis-ton for Stettin with 3320 tons; steamer Baron Belhaven for Cork and Dublin with 2953 tons; and steamer Kirkstall for St. Louis du Rhone with 2354 tons, all by A. Trubenbach. Steamer Sagamore cleared for Rotterdam with 2801 tons by C. E. Absom, and steamer Cleveland for Aberdeen with 2495 tons, by Dunnellon Phosphate Co. Total, 14,013 tons; previously reported, 97,924, making a grand total to July 31, inclusive, of 111,937 tons. The charters for August reported are steamers Ramow and Drot, by A. Newman; steamer Romulus, by the Dunnellon Phosphate Co., and steamer not named, by C. E. Absom, and one by the Dunnellon Phosphate Co. The British steamer Buckmeister cleared on the 2d inst. for Copenhagen, Denmark, with 2600 tons of phosphate rock for the Dunnellon Phosphate Co.

He Sees Prosperity.

In a letter to the Manufacturers' Record from Brookwood, Ala., Mr. F. M. Jackson, general manager of the Standard Coal Co., says:

"We think that the country has entered on a new era of prosperity, and that times will get very much better. We are anxious to increase our market for black-smith coal and foundry coke. We mine about 1000 tons of coal per day, and make 6000 to 7000 tons of coke monthly. I trust that the tariff bill will be all that is claimed for it."

The Commercial Travelers' Home Association announces that it will have its fair in Madison Square Garden, in New York, to open February 28 and continue to March 5, 1898, inclusive. The proceeds will go towards completing the home for commercial travelers now in process of construction at Binghamton, N. Y. The home is beautifully situated, and the plans of the architect embrace an elaborate structure, which is intended to shelter not only traveling men who are in destitute circumstances or otherwise unfortunate, but also widows and orphans of traveling men who are deceased and left in a dependent position financially. For some years the Home Magazine has been published at Binghamton, N. Y., in the interest of the institution, and through its columns the public generally have become acquainted with the magnitude of the enterprise.

MECHANICAL.

Prize Pony or Panel Planer.

We here represent a strongly-built, well-finished small planer for general use

three-part journal box. The frame is cast in one piece, making it very rigid. The design of the pyramid-shaped frame, base being wide, insures great strength. The two pressure-bars, one in front and one in the rear of the head, the front be-

planing brush or cross-grained lumber. The steel scraper attached to the delivering roll, which prevents it from gumming and marking the lumber. The shaving guard, arranged to prevent shavings from getting beneath the smooth rolls

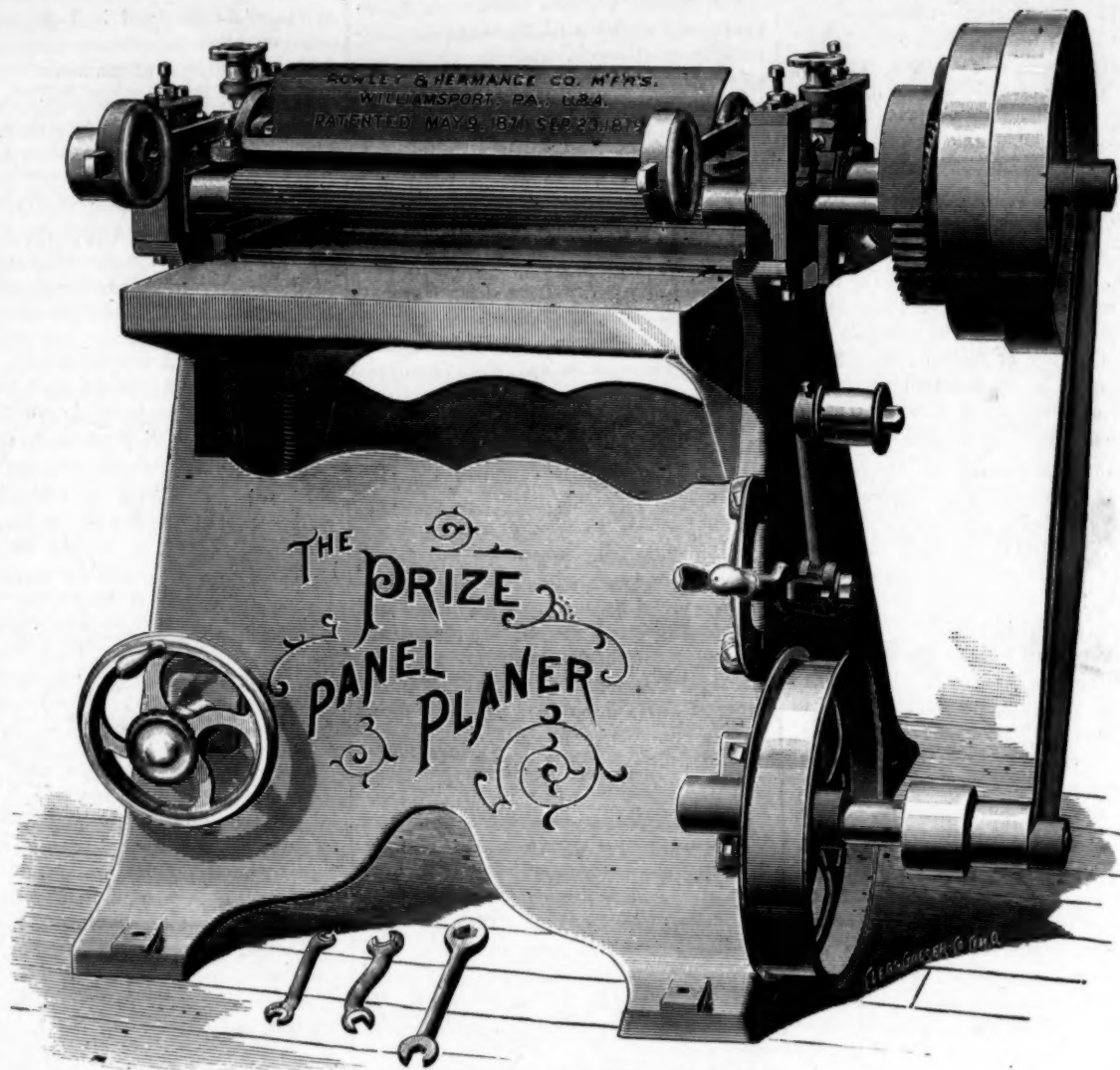
the ends, eighteen or twenty-four inches wide, and from one-sixteenth to six inches thick. It has two geared feed rolls and two rates of feed, twenty-two and thirty-two feet per minute. A guarantee is given on each machine, and so much confidence has the builder in it that it will place one on trial with any responsible party for thirty days.

For further particulars, address the Rowley & Hermance Co., of Williamsport, Pa.

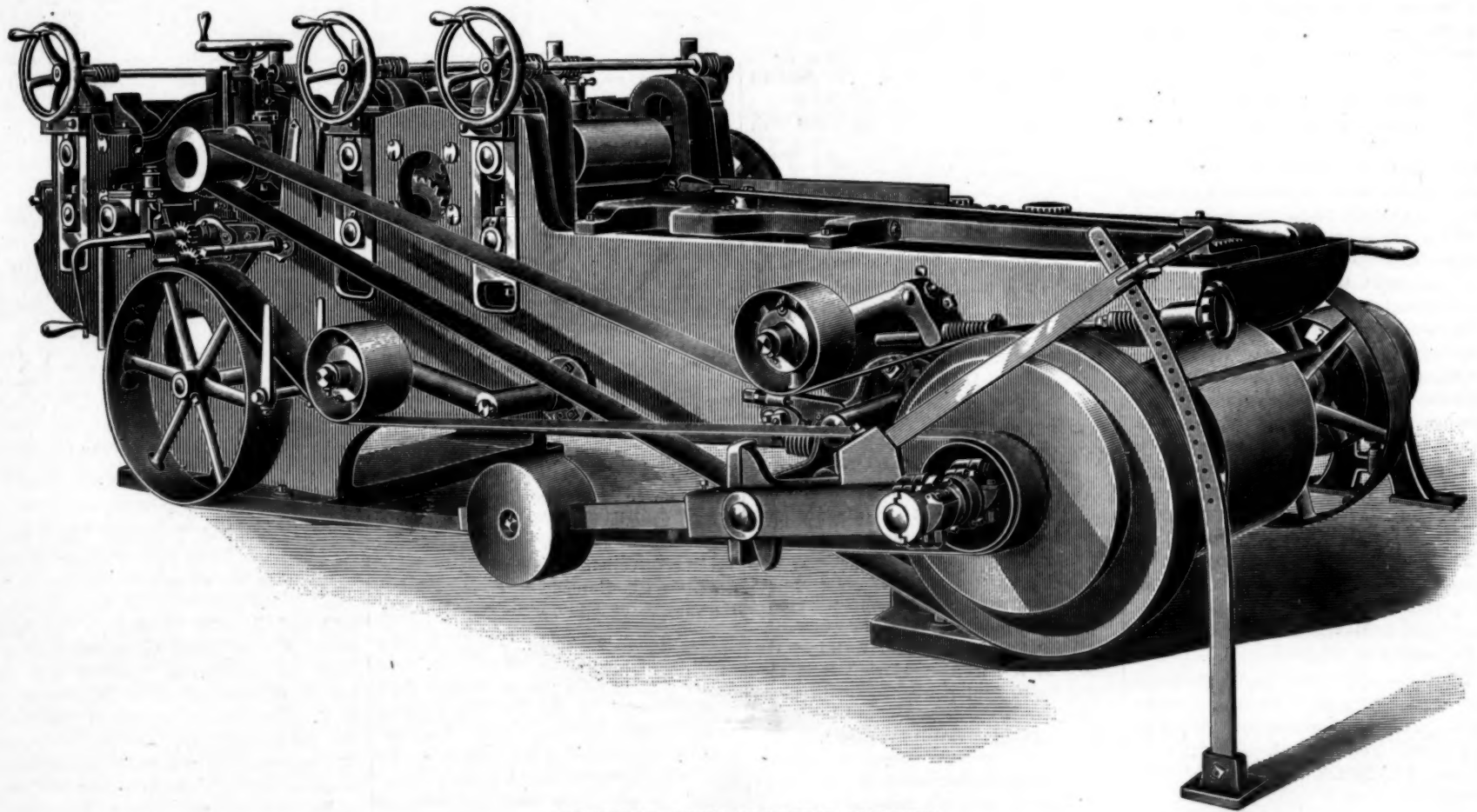
Variable Feed Flooring Machine.

The powerful variable feed, wide endless belts, large bearings and great solidity combines to make this, the maker claims, the most practical and efficient planing and matching machine for either hard or soft wood that has ever been produced. By the use of the variable feed the operator can vary or regulate the rate of feed from nothing to the full capacity of the machine, which is of ample strength to withstand the hard and continuous service to which it is subjected by reason of the tremendous rate of feed which can be carried regardless of the depth of the cut, width of material or quality of wood.

The cutterheads are slotted on four sides, and are of forged crucible steel, with journals two and a-half inches diameter, running in self-oiling bearings, lined with compressed genuine Babbitt metal. The pulleys are of large diameter, and all belts are of ample width and endless, the tension being regulated by binding pulleys operated by levers which are placed within easy reach of the operator. The chipbreakers are shod with hardened cast-steel plates, which can be brought close to the knives, thereby preventing all tearing out. The pressure-bars are unusually heavy, and are adjusted by self-locking hand screws. The lower cutterhead is perfectly accessible by reason of the rear rolls being swung



PRIZE PONY OR PANEL PLANNER.



VARIABLE FEED FLOORING MACHINE.

in door shops, box and furniture manufacturing, etc. For planing door panels and cigar-box stuff it is equal to any in the market. In placing this machine upon the market the builder claims for it the following advantages:

It has the patent "Common Sense"

ing hinged and weighted, is self-adjusting for different thicknesses of stuff; both bars are placed close to the head to prevent clipping or tearing out. The forged-steel head, very small in diameter, makes it perfectly safe to run at a high rate of speed, which is very essential in

and imprinting the work—an important point in the purchase of a smoothing planer. That it is the heaviest pony or panel planer in the market for the same amount of money.

It will plane long or short stuff, even as short as four inches, without clipping

aside in the manner shown, and owing to the eccentric locking lever and powerful hinge joint, the strength and rigidity of the machine is not impaired in the least. The matcher spindles are of special crucible steel two inches in diameter, and run on ball bearings at the bot-

tom. The matcher yokes are exceedingly heavy, and are firmly clamped to the large steel cross bar on which they move. The shifting screws work in long phosphor-bronze nuts, and can be operated together, thus shifting both heads and the parallel steel guide far across the machine to any desired position without danger of changing the width of the work. The bedplate is of extra hard

The bed and right-hand upright, which carries the horizontal shaft, are cast in one piece from No. 1 cast iron, thus insuring the utmost rigidity. The standard pattern is for work up to twenty-five inches high (shipping weight being about 450 pounds), although we have been told that it has already furnished them as large so as to accommodate a stove body thirty-three inches high, and on this, as



EXTRA HEAVY DOUBLE SEAMING MACHINE.

iron, and is double-faced, so that when one side is worn it can be reversed.

The matching is done over hardened steel bed pieces, and the hold-downs are of ample strength to insure parallel matching at all times.

With each machine is included a special jointing attachment, by which the knives can be jointed perfectly true with the bed and with each other, and making it possible to produce excellent work while feeding at the rate of 150 feet per minute. The matcher-heads are of steel, and carry five cutters, which are firmly clamped in place by large bolts acting on the edges of the cutters. These heads are secured to the spindles by a taper sleeve drawn upward into the head by a single bolt, thus making the head self-centring and permitting each cutter to do its share of the work.

This machine is built to plane seven, fourteen and twenty-six inches wide by four inches thick, and weighs from 8000 to 11,000 pounds. Floor space required is 15x5 feet, and the countershaft is provided with 14x8½-inch tight and loose pulleys, and should run 850 turns per minute.

The manufacturer is the E. & B. Holmes Machinery Co., of 59 Chicago street, Buffalo, N. Y.

Extra Heavy Double Seaming Machine

The Niagara Stamping & Tool Co., manufacturer of high-grade sheet-metal tools and machines, of Buffalo, N. Y., sent us a copy of its 1896 catalogue, and on page 22 we note the description given of its heavy double seamer.

It advises us that it has furnished this particular tool to some of the largest and best-known manufacturers of sheet-iron stoves, tanks, etc., for seaming heavy work up to No. 22 gauge in thickness.

Knowing by actual experience the popularity that this machine would effect if displayed, and to enable sheet-iron workers to see its many advantages, the manufacturer has sent the cut illustrating same, presented here.

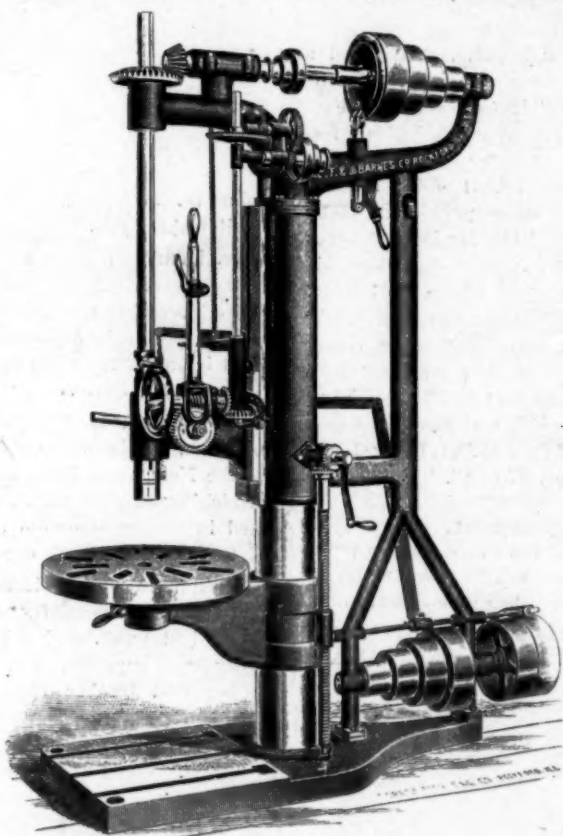
The machine proper is operated in the same manner as the ordinary Hulbert's double seamer, of which every sheet-metal artisan is acquainted with.

well as the smaller sizes, it has met with the best of results.

A 12-inch disc accompanies each machine, but discs of special size can be made to order, or to suit each individual customer's requirements.

Barnes Upright Drill No. 5.

Our illustration shows the Barnes upright drill No. 5 (26-inch swing), built and placed on the market in response to a



BARNES UPRIGHT DRILL No. 5.

very general inquiry for a sliding-head drill smaller than the 28-inch drill, and the maker thinks this new machine will meet fully the requirements for a drill intermediate in size and capacity between the 25-inch stationary-head drill and the 28-inch and 34-inch sliding-head drills. This new machine has been designed with special care to embody every feature necessary to make it a complete and

perfect tool. The workmanship is thoroughly first-class in every respect.

The feed arrangement is specially strong and provides for all the different feeds which can be used on a drill press. The cut shows very clearly the feed mechanism, and, as will be seen, the drill has power self-feed with automatic stop, lever and worm feed and quick return for spindle. The feature of hand-lever feed on a sliding-head drill in combination with worm and power feed is new and increases the usefulness of the drill. The spindle is fitted with the No. 3 Morse taper.

The tight and loose pulleys on countershaft should be speeded 175 revolutions.

The builder is the W. F. & John Barnes Co., of Rockford, Ill.

The Self-Proving Accounting System, including Illustrations of Various Books and Forms in Fac-simile, with Special Application made to the Instalment Business. A manual for business men, accountants and auditors. By A. O. Kittredge, F. I. A., consulting accountant, editor of *Accounties*, formerly editor of *Business* and co-editor of the *Lawyer and Credit Man*, and J. F. Brown, merchant, of J. F. Brown & Co., credit-house furnishers. 328 pages; large octavo, four fac-simile insets and numerous other illustrations. Published by the Self-Proving Account Book Co., Toronto and New York. Price \$5.

The authors of the system are both practical men. Mr. Kittredge has been prominent in accounting circles for many years past, and Mr. Brown is a successful instalment merchant, and much of the system which the book explains is in successful operation in his store.

The essential feature of the self-proving accounting system is the accounts so classified according to kind, and the resulting classes so arranged as to make

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., August 12.

There is very little change to note in the volume of business throughout the local lumber market during the past week, and trade continues quiet, with very little demand from the usual sources. Receipts are quite liberal, and stocks at the moment are in some cases excessive, while, with no urgent demand, prices are in some cases a shade easier. The movement in air-dried yellow pine is unimportant, and yardmen and boxmakers are not purchasing, except for immediate wants. There is some demand for kiln-dried North Carolina pine for export, and several large lots have been moved during the week. White pine is steady, with a fair movement, and stocks fully ample for the current inquiry. There is very little demand for cypress, and prices are nominally steady. For hardwoods the demand does not improve, although the inquiry from out-of-town buyers is somewhat better. There is also a fair inquiry for the better grades of oak and walnut for export, while inferior grades are not salable and will not be accepted in foreign markets. Planing mills and other woodworking concerns report business as quiet, but with indications of more activity in September.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE	
5-4x10 No. 2, kiln dried.....	\$12 50@ 13 50
5-4x12 No. 2, kiln dried.....	14 00@ 15 00
4-4x10 No. 1, kiln dried.....	15 00@ 15 50
4-4x12 No. 1, kiln dried.....	15 50@ 16 50
4-4 nar. edge, No. 1, kiln dried.....	13 00@ 14 00
4-4 wide edge, No. 1, kiln d'd.....	17 50@ 18 50
6-4x10 & 12, No. 1, kiln dried.....	23 00@ 24 00
4-4 No. 1 edge floor, air dried.....	13 50@ 14 50
4-4 No. 2 edge floor, air dried.....	10 50@ 11 50
4-4 No. 1 12-in. stock, air dried.....	15 50@ 16 50
4-4 No. 2 12-in. stock.....	12 50@ 13 50
4-4 edge box or rough wide.....	8 00@ 8 50
4-4 edge box do. (ord. widths).....	7 00@ 7 50
4-4 12-inch rough.....	9 00@ 9 50
¾ narrow edge.....	5 50@ 6 50
¾ wide.....	6 50@ 7 50
¾x9½ and 10½-inch.....	8 50@ 9 00
Small joists, 2½-12, 14 and 16	
long.....	7 50@ 8 50
Large joists, 3-16 long and up	8 00@ 9 00
Scantling, 2x3, 2x4 and 3x4.....	7 00@ 8 00

WHITE PINE.

1st and 2d clear, 4-4, 5-4, 6-4	
and 8-4.....	\$47 00@ 48 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 00@ 43 00
Good edge culls.....	14 50@ 15 50
Good stock.....	16 50@ 17 50

CYPRESS.

4-4x6, No. 1.....	\$19 50@ 20 50
4-4x6, No. 2.....	13 50@ 14 50
4-4x6, 16 feet, fencing.....	10 00@ 11 00
4-4x6, rough.....	8 50@ 9 00
4-4 rough edge.....	8 00@ 8 50
4-4 edge, No. 1.....	16 00@ 17 00
4-4 edge, No. 2.....	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	25 00@ 29 50
Gulf, 6-4, Nos. 1 and 2.....	28 00@ 30 00

HARDWOODS—WALNUT.

5-8, Nos. 1 and 2.....	\$65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00

OAK.

Cabinet, white and red, Southern, plain-sawed and good,	
1 and 2, 8 inches and up, 12	
to 16 feet long, 4-4.....	\$30 00@ 34 00
Quartered white, Western, 1	
and 2 quality, all figured, 6	
inches and up wide, 4-4.....	53 00@ 55 00
Culls.....	10 00@ 15 00

POPLAR.

Nos. 1 and 2, 5-8.....	\$24 50@ 25 50
Nos. 1 and 2, 4-4.....	28 00@ 30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@ 33 50
Culls.....	11 50@ 12 50

SHINGLES.

Cypr., No. 1 h'ts, sawed, 6x20.....	\$6 25@ 7 00
No. 1 saps, sawed, 6x20.....	4 75@ 5 00
No. 1 hearts, shaved, 6x20.....	6 00@ 7 00
No. 1 saps, shaved, 6x20.....	4 75@

LATHS.

White pine.....	\$1 85@ 2 00
Spruce.....	2 00@ 2 10
Cypress.....	1 50@ 1 60

Norfolk.

[From our own Correspondent.]

Norfolk, Va., August 9.

A fairly active market has ruled here during the past week in nearly every department of wood products. The demand shows up better so far than in July,

a private ledger, which contains the boiled-down facts of the business, a perpetual balance-sheet. The private ledger is a going balance-sheet, not only with respect to resources and liabilities, but also in the matter of profits and losses. By it the business man is afforded a knowledge of his exact financial condition and rate of his profits or his losses as often as he sees fit.

and prices for all desirable lumber are a shade firmer. All the mills are engaged, with a full force of hands, and orders have been coming in freely during the week. There is a good foreign demand at the moment for kiln-dried North Carolina pine, and when up to the standard the markets abroad are purchasing freely. Stocks at all the mills are about normal, and some of the mills, it is said, will close down their planers to keep down stocks, and wait for an improvement in dressed lumber. The Tunis Lumber Co., it is reported, will close down its planing mills at Berkley for the present, which will also have a good effect upon prices. This company has just finished loading the barge King with 1,000,000 feet of lumber. The Virginia Saw Mill Co.'s mill is running on full time, and its shipments in July were over 1,000,000 feet of North Carolina pine lumber. The Norfolk Hardwood Lumber Co. has just closed a contract with the New York dock department for furnishing \$22,000 worth of piles for use in constructing and repairing wharves and docks along the water front in New York city. Among the woodworking concerns in this city there is considerable business, and the majority of them are well supplied with orders. The demand for lumber here for building purposes is increasing, and there is an unusual amount of building material going into consumption both in the city proper and at suburban points. The demand for tonnage is fair, and the offering of handy-sized vessels is more liberal. Charters are being done at the following rates: On lumber to Baltimore \$1, to New York and vicinity \$2.25 and to Boston \$2.75. The schooner Henry J. Hammond, 181 tons, was chartered on the 5th inst. to load here with lumber for Hackensack at \$2 and free wharfage.

Pensacola.

[From our own Correspondent.]
Pensacola, Fla., August 9.

In the various departments of the timber and lumber industry of this port business has been rather quiet for the month of July, but is now improving, and indications point to a period of activity during the balance of the year. The general business of the port during July was fair for this period of the season. During the month forty vessels entered at the custom-house, and during the same period forty-nine vessels cleared with cargoes, the exports being valued at \$765,291, against \$512,964 for the month of July, 1896, which shows what a large increase this port has made in commerce during the year. The timber trade is one of great importance here, and is at present beginning to show greater activity as autumn approaches. Advances from the European markets continue favorable, and as stocks show a slight increase over the corresponding period last year, it is not sufficient to depress the market. Several small sales of timber were made last week here at fair prices, and a sale of about 5600 pieces of Choctawhatchie sawn timber was closed on Saturday last at ten cents. The demand for lumber is active, and there is every indication of an active trade during August. A feature of the week in timber and lumber circles was the organization of the Pensacola Lumber Co., which is one of the largest concerns in the South. Its capital stock is \$120,000, with \$100,000 in cash already paid in. The company will engage extensively in the export of timber and lumber to foreign and coastwise ports. The stockholders are all men of the largest capital and influence, and are as follows: J. H. Benn, of London, England; F. C. Brent, president, and W. H. Knowles, vice-president, of the First National Bank of this city; F. R. Meade and W. A. Blount, also of Pensacola. F. C.

Brent is president of the company; W. H. Knowles, managing director and treasurer, and F. R. Meade, secretary. Among the clearances during the past week the following vessels were reported: Bark D. H. Morris for Queenstown with 845,000 feet of sawn timber; steamer Gledhow for London with 742,000 feet of sawn timber and 1,100,000 feet of lumber; bark Adolina for Huelva with 332,000 feet of sawn timber and 24,000 feet of lumber, and steamer Telesfora for Liverpool with 2,803,000 feet of sawn timber, fifty-five cubic feet of poplar and 4035 cubic feet of cedar.

Mobile.

[From our own Correspondent.]
Mobile, Ala., August 9.

The commercial year is now about to close, and manufacturers and commission men in the lumber and timber market are beginning to figure on the volume of business transacted for the twelve months ending August 31. Operations during the year have been in the main satisfactory, and in both timber and lumber there has been a steady demand and a large increase in shipments, both foreign and coastwise. At the moment the timber market is in fair shape, and sawn timber when placed upon the market will bring 11 cents per cubic foot, 40-foot basis. Hewn timber is firm at 12 cents per cubic foot, cypress 5 to 8 cents per cubic foot, and poplar is in fair demand at 12 cents per cubic foot. Since September 1, 1896, the shipments of sawn timber have reached 6,493,619 cubic feet, against 2,449,361 cubic feet last year, while hewn timber shipped amounts to 1,022,041 cubic feet, against 1,216,340 cubic feet a year ago. In lumber the demand has been quite pronounced, the shipments to date amounting to 67,359,501 superficial feet, against 58,213,140 feet last year. During the past week business has been moderately active, with every indication of a speedy improvement as autumn approaches. During the week 674,688 feet of lumber were shipped to foreign ports, distributed as follows: Bark Aghias Trias for Buenos Ayres with 405,941 feet; schooner Frederick for Caymen with 57,000 feet; steamer Managua for Belize, British Honduras, with 98,131 feet; schooner Smith for the same port with 69,902 feet; steamer Utstein for Boca del Toro with 26,610 feet. The ship Riverside cleared for Liverpool with 17,104 feet of lumber, 39,100 cubic feet of hewn timber and 33,418 cubic feet of sawn timber. Freight rates on lumber continue steady to the West Indies at \$6.50 to \$7.50 per M, American gold, and coastwise \$6.50 to \$7; Cuba, \$7 to \$7.50; River Platte, \$12, and Mexico, \$7 to \$8.

Beaumont.

[From our own Correspondent.]
Beaumont, Texas, August 8.

The State trade has given local mills a good demand of late, and the week just past shows a fair list of orders from Texas dealers.

There has been some improvement in the way of railroad orders, and the mills now have a good supply of bills to cut, enough to insure good work for several months.

Shingles are playing in better luck now, as the market has shown a better demand and prices are crawling higher. The A. E. Smith shingle mill at Orange put in a couple of days' work this week on shingles, and if the market continues to improve the mills will soon again be manufacturing shingles, as the available stock on hand is short.

The vessels which have been in port for the last two months have kept the export offices well supplied with business. Two more arrivals are reported this

week at Sabine Pass, one of them the British steamship Otterspool, having a registered tonnage of 1711 tons. It is expected that the British steamship Kirkfield will clear from the Pass the early part of next week with a cargo of 2,760,000 feet for Rotterdam. The steamship Cairn Crag, which cleared this week, carried out about 2,250,000 feet.

The improvements now under way at Sabine Pass, beside giving increased facilities for export, are now directly aiding business for the mills in this vicinity. The Beaumont Lumber Co. has just finished building a large barge for the jetty work at the Pass, and the wharves now under construction at the Pass have been giving the mills some good orders.

The Hoo Hoo Mill, at Call Station, received an order during the week for 84,000 feet of caps and timbers to be used in building the wharves and slips at Sabine. The Cow Creek Tram Co. also received an order for 125,000 linear feet of round piling of an average length of forty-seven feet, to be used in the same work.

The stock of the Barnes Lumber Co., of Port Arthur, which has recently been turned over to satisfy mill claims for material, has been bought by the J. H. Baxter Lumber Co.

The vessels engaged in the coast trade have been securing a good line of cargoes this season.

Lumber Notes.

A charter was granted last week to the Lexington Furniture Co., of Lexington, N. C. The incorporators are M. E. Gray, Ada Gray and J. R. Plummer.

Captain Frank Roberts, of Baltimore city, has sold the pine timber on the Beurah farm, in Quantico, to Benjamin S. Pusey. It is estimated there is nearly a million feet of timber on the tract.

The Bonsack Lumber Co. was chartered last week in St. Louis, Mo. The capital stock is \$15,000, all paid in. The incorporators are Luke R. Bonsack, William A. Bonsack and Edward S. Baldwin.

The Mound City Wood Novelty Co., of St. Louis, filed its articles of incorporation last week, with a capital stock of \$12,000, all paid. The incorporators are John W. Morrison, Albin Mellier and Chelton Atkinson.

Mr. Henry Girtman, of Coffee county, Georgia, recently purchased R. V. L. Day's interest in the large saw-mill plant of Day & Gaskin at Douglas, Ga. This plant is one of the most complete in that section of the State.

The Norfolk Hardwood Co., of Norfolk, Va., has been awarded the contract by the New York Dock Department for furnishing \$22,000 worth of piles to be used in the construction and repairs of wharves in New York city.

Receipts of sawn timber at Darien, Ga., from the up-country mills was quite liberal last week, and shippers are generally well supplied. The shipments of timber and lumber from the port of Darien, Ga., last week were 698,762 feet, valued at \$7049.

The Richmond Cedar Works, at Fulton, Va., is adding another building to its already extensive plant. The new building which is now being built is of brick, and is intended to hold the necessary machinery and stock for the manufacture of wooden trays.

The schooner Laura L. Sprague cleared from Fernandina, Fla., on the 4th inst. for Boston, Mass., with a cargo of 400,000 feet of lumber for H. Weston & Co., and the schooner Napoleon Boughton on the 6th with 640,000 feet for the Atlantic Coast & Export Co.

The new boat-oar factory at Chat-

tanooga, Tenn., has started operations, and the machinery is working satisfactory. A large order from New York for oars was filled last week, and it is said that one New York firm will take almost the entire product of the plant.

The Piedmont Feed and Planing Mill, at Piedmont, W. Va., was destroyed by fire on the 9th inst. The loss on the mill, machinery and lumber will aggregate several thousand dollars. There was an insurance of \$3000 on the mill, \$500 on the lumber and \$800 on the warehouse.

It is said that a syndicate of English and Pensacola capitalists will erect an extensive saw-mill plant at Snead Springs, Fla. The company has purchased a landing on the Chattahoochee river near Snead, and will erect a large boom and put in a tramroad from the river to their mills.

President Canfield, of the St. Augustine Builders' Supply Co., of St. Augustine, Fla., closed a contract last week with M. Leonard, of Pensacola, for lumber for a business block in St. Augustine. He also closed a lease of 1500 acres of pine timber to a company for the purpose of extracting rosin therefrom.

The committee of the Chicago Hardwood Lumber Exchange which has in charge the revision of the inspection rules for hardwood lumber in the Chicago market contemplates the adoption of the rules of the Southern Cypress Lumber Association in respect to the upper grades of cypress.

The Tennessee Lumber Co., of Loudon, Tenn., has recently purchased the plant of the Loudon Novelty Works and leased the Loudon Lumber Co.'s plant, and is engaging in the wholesale woodenware specialties, such as curtain poles, step-ladders, ironing boards, etc. It has already closed several large contracts East, one amounting to several thousand dollars for lawn-mower handles.

The monthly meeting of the board of directors of the Mechanics, Dealers and Lumbermen's Exchange of New Orleans was held in that city last week. It was stated that the hardwood inspectors of the port had been commissioned, but the board decided not to make the names public until satisfactory bonds should have been furnished by the appointees. The secretary, Mr. Dirmeyer, reported the receipts of building material for the week ending August 5 as follows: Lumber \$97,000 feet, shingles 10,000, laths 10,000, oak staves 145,000 and cypress staves 46,000.

The Pensacola Lumber Co., one of the largest lumber concerns in the South, was organized in that city last week, with a capital stock of \$120,000, of which \$100,000 has been paid in cash. The company will engage in the export of timber and lumber to foreign and coastwise ports. The stockholders are J. H. Benn, of London; F. C. Brent, president, and W. H. Knowles, vice-president of the First National Bank of Pensacola; F. R. Meade and W. A. Blount. Until the first election F. C. Brent will be president; W. H. Knowles, managing director and treasurer, and F. R. Meade, secretary.

Arrangements have been made for a meeting in the interest of deep water for the ports along the Gulf of Mexico, to be held at Omaha, Neb., on October 5. The business bodies of Galveston, Houston and other Gulf cities are taking up the matter, and it is expected that the convention will be largely attended by representatives from the Gulf cities. By holding it at Omaha a large number of grain representatives and other Western people interested in the same object will be present.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Bessemer—Iron Furnace.—The Tennessee Coal, Iron & Railroad Co. is repairing another furnace, preparatory to putting it in blast.

Birmingham—Cider Factory.—Wallace Bros. & Gregory, of Paducah, Ky., manufacturers of cider, will establish at Birmingham a factory for making ciders from watermelons. M. E. Ham, 2014 Avenue A, is local representative, and will be interested in the Birmingham factory.

Birmingham—Cotton Mill.—Work is progressing on the buildings for the Avondale Mills, David Trainer, manager; in three months the buildings will be completed, and then the 1100 looms and 35,000 spindles decided on will be installed.

Birmingham—Cotton Mill.—J. F. Snyder, local agent of the land and industrial department of the Southern Railway, has been treating with H. Y. Porter, of Manchester, England, relative to the erection of a cotton mill and bleachery. Mr. Porter is said to represent English capitalists who are desirous of investing in a cotton mill in the South.

Birmingham—Steel Plant.—The Gate City Land Co. has a proposition from New Orleans, local and foreign capitalists, to the effect that if a site of twenty acres of land is donated they will erect a \$1,000,000 steel plant at Gate City, and agree to supply a customer for 100 tons of steel daily. It is intimated in a dispatch that the Gate City Rolling Mill Co. may possibly be behind this offer.

Birmingham—Rolling Mills.—The Birmingham Rolling Mills (idle since July 1) resumed operations on the 9th inst. Puddling departments, a sheet mill and bar mill will resume during the week. The plant employs 1500 men.

Birmingham—Rolling Mill.—The Alabama Rolling Mill Co. will resume operations August 16 in its rolling mill at Gate City; 700 men are to be employed.

Centerville—Coal Mines.—J. D. Cooper writes that careful tests will be made of the coal finds in Bibb county, and developments will follow, if warranted.

Mobile—Sewers and Water Works.—The election on municipal ownership of the water works and the construction of sewers has resulted favorably. Bonds to the amount of \$500,000 will be issued for acquiring the water works, and \$250,000 for construction of sewers. Address the mayor.

Montgomery—Cotton Compress.—It is reported that the American Cotton Co., Jerome Hill, general agent, St. Louis, Mo., has closed contract with a Montgomery investor for the erection of a cylindrical-bale compress.

Oxmoor—Furnace Resumes.—The Tennessee Coal, Iron & Railroad Co. will blow in a furnace during the week.

ARKANSAS.

Bearden—Planing Mill.—The Cotton Belt Lumber Co. will rebuild at once its burned planing mill.

Monticello—Water Works.—The city will contract for the sinking of an artesian well, and if the quality of water thus obtained is satisfactory arrangements will be made for the construction of works at a cost of \$25,000 or \$30,000. E. B. Windes, V. J. Trotter and Harry Hankins compose committee in charge.

Pine Bluff—Oil Mill.—The new Pine Bluff Cotton Oil Co. has for its president W. H. Wright (not D. W. Wright, as erroneously printed).

Rector—Cotton Gin.—The Rector Gin Co., with a capital of \$5000, has been chartered. W. H. Jones is president; J. A. McNeil, vice-president, and M. F. Collier, treasurer of the company.

FLORIDA.

Bagdad—Sash Factory.—Incorporated: The Bagdad Sash Factory Co., with \$10,000 capital, to buy, sell, manufacture and transport sash, doors, blinds, lumber, wood, and all wood products; J. E. Cary, president; A. W. Thompson, general manager; W. A. Watson, secretary and treasurer.

Chipley—Lumber Mills, etc.—Edw. F. Cragin, of Chicago, Ill.; W. P. Ketcham, of Chicago; J. W. L. Hedenberg, of Chicago, and W. O. Butler, of Chipley, have incorporated the Florida Land & Lumber Co., with capital stock of \$50,000, to operate mills, etc.

Jacksonville—Water-works Improvements. City Engineer Ellis has submitted to the bond trustees his plans for the proposed water tower; structure to be of iron, forty-five feet high, thirty feet diameter, capacity 230,000 gallons, and estimated cost \$14,000.

Jacksonville—Kaolin Company.—Incorporated: The Florida Kaolin & Manufacturing Co., with principal offices at Jacksonville. The capital stock is \$3,000,000. E. J. Houston is president; A. R. Hibbs, secretary, and H. Lloyd, secretary-treasurer, all of Philadelphia, Pa. The purpose will be to mine or otherwise procure and prepare for manufacturing purposes and for market, kaolin, china earth or other fine clays, cements, felspar, mica, etc.

Pensacola—Cracker Factory.—C. Hartman will establish a cracker and biscuit factory.

Tallahassee—Canal.—The Florida Trans-Peninsular Ship Canal & the Caffal Route & System has been incorporated, for the purpose of constructing a ship canal thirty feet deep, 200 feet wide, across Northern Florida. Robert M. Caffal is chief engineer of the company; F. P. Fleming, of Jacksonville, is Florida representative.

GEORGIA.

Athens—Knitting Mill.—A company will be organized, with capital stock of \$15,000, to establish a knitting mill. J. H. Dootson is interested.

Atlanta—Type-machine Company.—Application for charter filed by B. F. Sawyer, E. W. Marsh, L. M. Trammell, John W. Akin and J. G. St. Amand, who desire themselves incorporated as the Sawyer Type Matrix Machine Co., with a capitalization of \$12,000, to sell type machines and sundries. Will make the type-setting machine invented by B. F. Sawyer.

Augusta—Ice Factory.—The formation of a company to erect an ice factory is proposed. M. J. Egan can give information.

Augusta—Furniture Company.—Henry Rosendale, Thomas Price, M. E. Rivers and others have incorporated the Padgett Furniture Co., with capital stock of \$20,000, to deal in household goods, furniture, etc.

Douglasville—Cotton Mill.—Work is pro-

gressing on the Georgia Western Cotton Mills, the company which incorporated some months ago; 15,000 spindles and looms to match will be installed.

Fitzgerald—Water Supply.—The city council will ask for bids on drilling a 1000-foot well for water supply. Address the mayor.

Gainesville—Shoe Factory, etc.—The J. G. Hynds Manufacturing Co. is now erecting the addition to its factory; addition is a three-story structure, 32x75 feet, and output will be increased to 2000 pairs of shoes daily. The company will start a furniture factory and a cornmeal mill in the near future.

Macon—Brewery.—The Acme Brewing Co. will expend about \$50,000 in improvements to its brewing plant. Engineers are now making plans and specifications for enlarging the present brewery from 50,000 to 100,000 barrels capacity annually, which will include a five-story brewhouse, etc. The company has also recently put in its own barrel factory of 100 daily capacity.

Macon—Marble Works.—The Central City Marble and Granite Works will erect larger shops.

Marshallville—Cotton-planter Works.—The E. M. Rumph Manufacturing Co. is about to engage in the manufacture of Cleve's improved cotton planter, dropper and driller; Eugene M. Rumph, general manager.

Summerville—Sewers and Water Works.—The sewers and water works previously reported will probably be arranged for in the near future; estimated cost of the proposed work is \$50,000, and bids will be wanted soon. E. F. Verdery, intendant, can be addressed.

Tallahassee—Wine Company.—N. C. Matthews, C. W. Fox and W. W. Summerlin have incorporated the Piedmont Wine Co., with capital stock of \$25,000.

Tallahassee—Vineyard Company.—N. C. Matthews and W. H. Kimball, of Tallahassee, and Emmett Coon, of Ann Arbor, Mich., have incorporated the Georgia Vineyard Co., with capital stock of \$100,000.

Thomasville—Artesian Well.—The city has let contract for the sinking of an artesian well.

Washington—Water Works.—The proposed water works are as yet not definitely decided on. The legislature will be asked to authorize election for bonds this year, and, if election is favorable, arrangements will then be made; R. H. Wooten, mayor.

KENTUCKY.

Kentucky—Onyx Mines.—It is stated that onyx deposits, claimed to be the equal to any deposits in the world, will be developed in Kentucky. S. S. Gorbey, of Franklin, Ind., can possibly give information.

Louisville—Cotton Mill.—The Louisville Cotton Mills Co.'s new spindles will be installed this fall; all orders have been placed.

Paducah—Coal Mines.—The Brooklyn Coal Co. is about to commence prospecting for coal near Paducah; the company recently organized for this purpose.

LOUISIANA.

Crowley—Irrigation System.—J. F. Morris and associates will construct irrigation system, as reported last week; 15,000 acres of land will be reached by the contemplated plant, and the machinery will be arranged for immediately. J. F. Morris and E. Miller, of Crowley; Wm. Miller, of Des Moines, Ia., and others will form a company for completing the enterprise.

Donaldsonville—Electric-light Plant and Water Works.—The town council has engaged George U. Borde, of New Orleans, La., to prepare plans and specifications for the contemplated water and electric-light works.

Lafayette—Electric-light and Water Works.—Contract for erection of city electric-light plant and the construction of water works has been transferred by J. M. Ferguson, the original contractor, to the Consolidated Engineering Co., of New Orleans, La.

Natchitoches—Cotton Ginnery.—J. S. Dickson will erect a ginnery of three 70-saw stands, with daily capacity of fifty bales.

New Orleans—Axle-grease Factory, etc.—The S. P. Shotter Co., of Savannah, Ga., will establish an axle-grease factory in New Orleans; also erect warehouses, oil tanks, etc.

New Orleans—Ferry Company.—The Union Ferry Co. has been incorporated, with capital stock of \$200,000, its purpose being to operate ferries, etc.; incorporators, A. Baldwin, Frank Beck, Edw. G. Schlieder and others.

New Orleans—Oil Mill.—John J. Ward, W. S. Hero, W. A. Ragsdale and others have incorporated the Southern Cottonseed Co., Limited, with capital stock of \$100,000, to manufacture cottonseed oil, etc.

Opelousas—Electric-light and Water Works.—Sanders & Porter, Columbia Building, Louisville, Ky., have contract for the construction of water-works and electric-light plants, to cost \$30,000, for the city of Opelousas.

Shreveport—Terminal System, etc.—The Kansas City, Shreveport & Gulf Terminal Co. has been incorporated, with capital stock of \$150,000, for the purpose of constructing terminal facilities for railways, etc.; J. McD. Trimble, president; Samuel Hicks, vice-president; T. Alexander, secretary, and Charles A. Braley, treasurer.

MARYLAND.

Antietam—Cement Works.—Incorporated: The Potomac Cement Co., by Henry A. Jones, Washington, D. C.; Joseph A. Blundon, Riverdale, Md.; Charles Earl, Riverdale; B. H. Warner, Kensington, and Samuel H. Campbell, Washington, D. C. The capital stock is \$50,000. The plant of the company will be located at Antietam and the office at Keedysville.

Baltimore—Grain Elevator.—James J. Swaine, 1918 Mt. Royal avenue, will erect a new floating grain elevator to replace burned elevator; capacity to be 6000 bushels.

Baltimore—Iron and Steel Works.—The Structural Iron Co. will erect a large addition to its plant; building to be of iron, 80x200 feet, one story high, equipped with steam-power plant, electric plant, hydraulic and compressed-air machinery, etc.

Baltimore—Ice and Coal Company.—The Biemiller Ice & Coal Co. has been incorporated, with a capital stock of \$120,000, by John B. Biemiller, John B. Biemiller, Jr., Charles Theodore Biemiller, Frederick W. Oehm and Albert Kiasling, Jr., to deal in ice and coal.

Baltimore—Composition Protection for Armors.—The Matthews American Armor Co., already reported as incorporated, intends to organize for the manufacture of the invention of John L. Matthews for the protection of steel armor plates, said invention being a composition covering. If trials of the composition are satisfactory to prospective investors a capital stock of \$1,000,000 or more will be used. Further particulars can be obtained of P. Targarona, 611 South Sharp street.

Baltimore—Drugs.—The Kahn-Miller Drug Co. has been incorporated by Moses S. Kahn, Jacob Miller, Solomon F. Miller, Samuel Kahn and Eli Frank, with a capital stock of \$12,000, for the purpose of selling medicinal and pharmaceutical preparations.

Baltimore—Drug Mills.—Sharpe & Dohme have commenced the erection of a new factory building; structure to be used as laboratory and grinding mill for chemicals; building will be six stories high and cost \$10,000.

Catonsville—Electric-light Plant, etc.—The Catonsville Ice, Light & Power Co. has been incorporated by B. N. Baker, Victor G. Bloede, William H. Gorman, Wesley M. Oler, Conway Robinson, Hanson Robinson and Dr. C. G. W. Macgill. The capital stock is \$82,000. Company will build on the Patapsco river, near Orange Grove, an electric plant to cost about \$85,000, equipped with the latest-improved machinery.

Fountain Mills—Flour Mill.—S. B. Davis will probably change his mill from the burr to the roller process.

Frederick—Foundry, etc.—The Business Men's Association is endeavoring to induce Alvin Streeter, of Winchendon, Mass., to erect a machine shop and foundry in Frederick.

MISSISSIPPI.

McComb City—Cigar Factory.—The McComb City Cigar Manufacturing Co. has been incorporated, with capital stock of \$10,000, by P. E. Quin, C. J. Brandle, W. H. Diehl and associates, to manufacture cigars, etc.

MISSOURI.

Carthage—Carriage Factory.—The Commercial Club has closed a deal for the loca-

tion of a carriage factory to employ 75 men. A building three stories high will be built and equipped with improved machinery.

St. Louis—Lumber Company.—The Bon-sack Lumber Co. filed articles of incorporation, with a capital stock of \$15,000, Luke R. Bonsack, Frederick C. Bonsack, William A. Bonsack and Edward S. Baldwin being the incorporators.

St. Louis—Manufacturing Company.—Incorporated: The F. A. Kauffmann Manufacturing Co., with capital stock of \$20,000, by F. A. Kauffmann, George Glassbrenner and Frederic Kauffmann.

St. Louis—Manufacturing.—The Mound City Wood Novelty Co. has filed articles of incorporation, with a capital stock of \$12,000, all paid; John W. Morrison, Albin Mellier and Chelton Atkinson, incorporators.

St. Louis—Commission Company.—Chartered: The W. B. Harrison Commission Co., capital stock \$5000, by W. B. Harrison, W. S. Scott, A. P. Richardson and R. P. Warwick.

St. Louis—Embroidery Works.—Chartered: The Artistic Enameling Works, capital stock \$100,000, by Henry Broeker, Frank H. Astroth, Carl Phillips and Dorsey A. Jamison.

NORTH CAROLINA.

Charlotte—Flour Mill.—The Mecklenburg Roller Mills will increase capacity and put in new bolting system; contract said to be let.

Charlotte—Pants Factory.—The Dixie Pants Co. has arranged with S. Wittkowski for the erection of a three-story building, 80x100 feet, for factory building; heating plant will be installed later on.

Charlotte—Condiment Factory.—The American Mercantile Co., reported last week, has applied for charter, the incorporators being D. B. Shaw, of New York; J. T. Anthony, Daniel Weltz, of Pennsylvania; M. L. Davis, F. M. Shannonhouse and W. F. Moody. Capital stock is \$25,000. A building has been secured, and the manufacture of catsup, sauces, etc., will be commenced; will employ twenty-five hands.

Elkin—Electric-light Plant.—A plant for lighting the city by electricity will probably be erected. The Elkin Manufacturing Co. can be addressed for information.*

Francisco—Flour Mill.—R. W. George contemplates building a roller-process flour mill.

Graham—Pants Factory.—The Scott Manufacturing Co. will enlarge its pants factory, increasing capacity.

Greensboro—Tobacco Factory.—E. J. & A. G. Stafford will erect a 32x100-foot three-story addition to their tobacco factory.

Hickory—Water Supply.—The city has closed contract with J. L. Latta and J. A. Martin for water supply for sprinkling and fire purposes.

Milledgeville—Cotton Mill.—The Eldorado Falls Cotton Mill Co., reported last week as incorporated, intends to buy the Yaddin Falls Manufacturing Co.'s mill, thoroughly overhaul and repair it and resume operations; this will be a reorganization of the old company.

Scotland Neck—Knitting Mills.—The Scotland Neck Knitting Mill will add fifty new machines, increasing its capacity double and employing sixty additional operatives.

Statesville—Water Works and Sewerage.—The city has ordered an election for September 13 to vote on the proposition to issue a levy for the construction of water works and sewerage. About \$32,000 is estimated as cost of the proposed improvements; L. Harrill, mayor.

SOUTH CAROLINA.

Greenville—Cotton Mill.—The Pie Manufacturing Co. will put in 300 additional looms.

Greenwood—Water and Electric-light Works.—The council will be asked to order an election on bonds for water works and electric-light plant; D. C. DuPre, mayor.

McColl—Cotton Mill.—The McColl Manufacturing Co. will put in 2000 more spindles, and same have been ordered.

Prosperity—Oil Mill.—The Prosperity Cotton Oil & Fertilizer Co. has been incorporated by R. T. C. Hunter, J. A. Sligh, Jos. L. Keltz, W. E. Blake and others. The capital stock is to be \$15,000.

Waverly Mills—Telegraph Company.—Chartered: The Waverly Telegraph & Telephone Co.; St. J. M. Lachicotte, president, and Mr. L. C. Lachicotte, secretary and treasurer.

Williamston—Electric-light Plant.—The Williamson Oil & Fertilizer Co. is increasing its plant's capacity by one-third, as already reported. An electric-light plant will be installed.*

Winnsboro—Mercantile.—Chartered: The Winnsboro Dry Goods Co., with capital stock to be \$5000, by W. H. and J. A. Porter and W. J. King, of Waxhaw, N. C.

TENNESSEE.

Chattanooga—Mercantile.—The T. A. Snow Co., for dealing in hardware, has been incorporated, with capital stock of \$35,000, succeeding T. A. Snow & Co.

Chattanooga—Iron Foundry.—The Southern Stove, Hardware & Foundry Co. has applied for charter, the incorporators being C. H. Fearn, D. B. Gordon, Will Martin, B. E. Gordon, H. Martin and W. L. Fearn, all colored men. A building at Stanleytown has been secured and full equipment for foundry work is now being installed.

Elizabethton—Cotton Mill.—Regarding the proposed cotton mill, noted recently, the Manufacturers' Record is informed that the Tennessee Line & Twine Co. is endeavoring to have it located. The company would use the product of the mill in the event of its erection.

Knoxville—Coke Ovens.—The Black Diamond Coal Co. is making improvements to its plant, putting in new machinery, erecting 100 coke ovens, etc.; Wm. F. Searle, secretary.

Knoxville—Marble Quarry.—John M. Ross has opened a new marble quarry.

Knoxville—Marble Quarries.—The Evans Marble Co., J. E. Willard, manager, has leased twenty-six acres of land near the city and is opening marble quarries; twenty men are at work.

Knoxville—Telephone Supply Factory.—H. J. Swatts will organize a company to manufacture his patent telephone switchboard.

Nashville—Shoe Factory.—Carter, Fulton & Co. are now erecting their proposed shoe factory, recently reported; building to be four stories high, 50x200 feet, equipped with the latest improved machinery for daily capacity of 2000 pairs of shoes, and employ from 250 to 300 hands. Address 336 Court Square.

TEXAS.

Corsicana—Oil Wells.—The Texas Petroleum Oil Co. will increase its capital stock from \$1000 to \$100,000, and at once proceed to develop its 25,000 acres of oil-well leases; J. L. Autry, president.

Dublin—Jewelry Company.—Chartered: The City Jewelry Co., capital stock \$5000, by G. W. Andruss, R. H. Andruss, G. W. Andruss, Jr., H. Andruss and E. G. Andruss.

Fort Worth—Live-stock Company.—The National Live Stock Commission Co. has been organized, with a capital stock of \$15,000; Samuel A. Hatcher, president; Thomas B. Bishop, vice-president; W. H. Bradrick, secretary and treasurer.

Galveston—Machinery Company.—Chartered: The Griffin & Barnes Machinery Co., capital stock \$10,000, by T. J. Griffin, S. W. Barnes and H. Riedel.

Henrietta—Coal Mines, etc.—Peck City Coal & Fuel Co., with capital stock of \$10,000, has been incorporated to open and operate coal mines and sell fuel; incorporators, O. J. Watrous, F. J. Barrett and A. B. Spencer.

Houston—Cannery.—The Belton Canning Co., of Belton, Texas, contemplates removing its cannery to Houston and enlarging operations.

Houston—Mercantile.—The Central Dry Goods Co., capital stock \$20,000, was incorporated by C. S. Reichman, Charles D. Wolf and Ben Campbell.

Midland—Flour Mills.—The Chipiona Milling Co. has been incorporated, with a capital stock of \$25,000.

Orange—Laundry.—Chartered: The Orange Steam Laundry Co., capital stock \$1000, to operate a steam laundry; incorporators, Fred Holland, H. Stark and John Link.

Waco—Mercantile.—Incorporated: The Garlington-Hall Co., capital stock \$35,000, to do a general merchandise business; incorporators, T. B. Graham, Ed. Hall, Mrs. Anna Garlington.

VIRGINIA.

Danville—Steam Laundry.—The Antiseptic Laundry has been purchased by a local company, which will improve and operate same.

Richmond—Ice Factory, Rink, etc.—The Transparent Ice Works, T. A. Scott, manager, mentioned last week, writes that it does contemplate enlarging its present plant by the addition of a 40-ton machine, and is now asking for bids. The skating-rink is being considered, and may be definitely decided upon when the new ice-machine is complete and in operation.

WEST VIRGINIA.

Central City—Gas and Oil Wells.—Chartered: The Central City Oil & Gas Co., with capital stock of \$1,000,000, by W. F. Hall, J. W. Graham, A. L. Shockey, Jefferson Champion and E. H. Evans.

Charleston—Mining.—The Thorndike Gold Mining Co., with authorized capital of \$1,000,000, has been incorporated by Newton H. Redpath and Charles F. Towle, of Boston; George C. Hackett, of Wadefields, Mass.; Frank W. Morrell, of Melrose, Mass., and Samuel B. Glazier, of Cambridge, Mass.

Parkersburg—Paving and Sewerage.—The city has voted \$15,000 for sewers and paving. Address the mayor.

BURNED.

Jasper, Mo.—The Jasper Creamery; loss \$1000.

Luke, Md.—The Piedmont Feed and Planing Mills; loss several thousand dollars.

BUILDING NOTES.

Athens, W. Va.—School.—Fouse & Reich, of Parkersburg, W. Va., have contract at \$14,998 for erection of school building at Athens.

Atlanta, Ga.—Dwelling.—C. Walter Smith has made plans for \$3000 dwelling for J. F. Thibadeaux.

Baltimore, Md.—Dwellings.—The St. Paul Building Co. has purchased at \$26,000 a site for its proposed six-story apartment-house; address company, care of W. G. Nolting. Jacob Saum will erect twenty-two two-story buildings. H. E. Cook & Bro. will erect twelve two-story buildings. Wm. A. Flagg and W. H. Harker will erect thirty-three two-story dwellings. Wm. A. Yeatman will erect thirty-three two-story frame dwellings. F. W. Trimble & Bro. will erect seven two-story buildings.

Beaumont, Texas.—Business Building.—Thomas H. Langham has let contract for erection of business building 47x85 feet, two stories, with iron and plate-glass front.

Bessemer, Ala.—Residence.—N. L. Carpenter will erect residence after plans by Geo. F. Barber & Co., of Knoxville, Tenn.

Biloxi, Miss.—Business Building.—L. Lopez has let contract to McDonald, March & Co., of Mobile, Ala., for erection of two-story store-front building.

Brunswick, Ga.—Courthouse.—Frank P. Milburn, of Charlotte, N. C., received bids at Brunswick, Ga., August 3, for new courthouse. Six bids were received, but award was postponed until after the bond election, which will be held August 27, 1897.

Carthage, N. C.—Hotel.—Arrangements have been completed for the erection of a hotel to cost \$10,000. The Carthage Industrial Association can give information.

Carthage, Texas.—Dwelling.—Geo. F. Barber & Co., of Knoxville, Tenn., have prepared plans for \$3500 dwelling for E. A. Hull.

Charlotte, N. C.—Office Building.—J. E. Mallory was awarded contract for cut stone and granite work for the new Piedmont office building; price \$1600.

Chattanooga, Tenn.—Business Buildings.—J. C. & H. D. Breeding have prepared plans for warehouse, two stories high, 230x53 feet, to cost \$10,000, for Mountain City Mill Co. John Shamoltulski will erect brick business building, two stories, 100x25 feet.

Chester, S. C.—Stores.—Hayden & Wheeler, of Atlanta, Ga., have furnished plans for store buildings for John L. Augurs, Joseph Simrell, contractor, and for Jos. A. Walker.

Chester, S. C.—Churches.—Hayden & Wheeler, of Atlanta, Ga., have furnished plans for A. R. P. church at Chester, to cost \$10,000; C. R. Donaldson & Co., contractors. Also for M. E. church to cost \$12,000; contractors, Wagner & Gorenflo, of Atlanta.

Corsicana, Texas—Depot.—J. M. Archer & Son, of Dallas, have contract for the erection of railroad depot at Corsicana.

Eastman, Ga.—Courthouse.—Contract for erection of courthouse let to Pauley Jall & Manufacturing Co. for \$3636.50.

Elizabeth City, N. C.—Stores.—Dr. W. F. Lowry will erect three store buildings, to cost \$18,000.

Eufaula, Ala.—Dwelling.—J. P. Foy has had plans prepared for \$4500 dwelling by Geo. F. Barber & Co., of Knoxville, Tenn.

Fitzgerald, Ga.—Warehouse.—Company will organize to build a warehouse 50x80 feet in size.

Greensboro, N. C.—Mercantile Building.—W. O. Doggett has contracted with Thomas

Woodroffe for the erection of a three-story mercantile building.

Knoxville, Tenn.—Market-house.—Contract for brick work for the new market-house has been awarded to Walter, Everhart & Co., at \$10,175.76.

Laurinburg, N. C.—Dwelling.—C. Walter Smith, of Atlanta, Ga., has prepared plans for \$3000 residence for S. C. McEachlin.

Louisville, Ky.—Dwellings.—Clark & Loomis have prepared plans for \$7500 residence for Mr. Wedekind; J. J. McGuffey has made plans for \$7500 residence for Thomas Leahy, and for Miss Flynn for \$5000 residence.

Louisville, Ky.—Church.—The Broadway M. E. Church is about to close contract for erection of a \$30,000 structure; bids have been received. The furnishings of building are to cost about \$10,000.

Marietta, Ga.—Residences.—Hayden & Wheeler, of Atlanta, have prepared plans for dwellings for Morgan McNeal and W. S. Pomeroy.

Mobile, Ala.—Dwelling.—C. M. Shepard has had plans prepared by Geo. F. Barber & Co., of Knoxville, Tenn., for \$6500 residence.

New Orleans, La.—Dwellings.—C. W. Pohlman has permit to erect \$1200 frame cottage; Mrs. H. Rolla has permit to make repairs on dwelling at cost of \$5000.

Palestine, Texas—Business Building.—M. Lavo will erect two-story business building; Theo. Miller, architect and superintendent.

Port Gibson, Miss.—Dwelling.—Plans for dwelling for J. McC. Martin have been prepared by Geo. F. Barber & Co., of Knoxville, Tenn.

Richmond, Texas—Residence.—Plans by Geo. F. Barber & Co., of Knoxville, Tenn., have been accepted by S. J. Winston for \$4500 residence.

Shreveport, La.—Business Buildings.—Hunter Bros. will build a two-story brick business block, 66x74 feet.

Washington, D. C.—Dwellings, etc.—W. G. Peters has prepared plans for two structures for Joseph A. Willard; A. Goener has made plans for two dwellings to cost \$7000; J. P. Sprecker will erect three-story and cellar brick dwelling to cost \$5000, after plans by B. F. Judson, and contract having been let to S. Carr.

Washington, D. C.—Dwellings, etc.—Dr. W. C. P. Hazen will erect three dwellings after plans by B. F. Judson, buildings to have tiled baths, furnaces, latrines, electric fixtures, etc. George E. Emmons & Co. propose erecting a large apartment-house, six stories high, 100x146 feet, containing thirty suites of five and six rooms each, each apartment to be furnished with gas ranges, electric-lighting, gas-lighting, steam heat, tiled baths, etc.; steam engine and boiler will be installed to operate steam-heating apparatus, elevators and dynamo; structure to be built of steel beams and columns, stone and brick, and will cost about \$125,000. H. M. Schneider will erect a \$7000 dwelling, after plans by C. D. Cole. B. F. Judson has planned a \$5000 residence for M. Rich. B. Stanley Simmons has planned twenty dwellings for D. B. Gottwals.

Wilmington, N. C.—Dwelling.—Plans by Geo. F. Barber & Co., of Knoxville, Tenn., have been accepted by N. B. Rankin for \$4500 dwelling.

RAILROAD CONSTRUCTION.

Railways.

Baltimore, Md.—The plan of changing what is known as the Catonsville Short Line Railroad into an electric line has been revived, and it is reported that the Columbia & Maryland Railroad Co., which is promoting the electric line between Baltimore and Washington, will make the change. The Catonsville road is about four miles long. James Bond, of Baltimore, is one of the receivers of the Columbia & Maryland Company.

Blacksburg, S. C.—Mr. E. R. Dick, of the firm of Dick Bros. & Co., No. 423 Walnut street, Philadelphia, Pa., advises the Manufacturers' Record that it has practically been decided to extend the Ohio River & Charleston Railroad north to the Minneapolis (Virginia) coalfields, and south to Charleston. This will require extensions from Camden, S. C., to Charleston, and from Marion, N. C., to Minneapolis. Mr. Dick is one of the syndicate which has floated the issue of \$800,000 in bonds made by the company. Samuel Hunt, Carlisle Building, Cincinnati, O., is president of the company.

Dayton, Ala.—A correspondent advises the Manufacturers' Record that surveyors are working on the proposed railroad between

Dayton and Faunsdale, Ala. It is stated that construction work may begin in the near future. G. L. Siddons, of Siddonsville, Ala., is president of the company, and it is stated that Montgomery parties are interested in the enterprise.

Fort Smith, Ark.—The committee of business men appointed to make arrangements with the Arkansas Central Railroad Co. have obtained a pledge from that company to build a line between Fort Smith and Paris, Ark., a distance of forty-four miles, in consideration of a bonus of \$50,000 from Fort Smith. It is stated that work is to begin immediately. Joseph H. Larimer, of Peru, Ind., is one of the promoters of the company.

Fort Smith, Ark.—The work of the Arkansas Central Railroad has been commenced, and the promoters state that they intend to complete it to Paris by November next. C. C. Godman, of Fort Smith, and G. H. Larimer, of Peru, Ind., who are officers of the company, are now at the point where work has begun.

Frederick, Md.—Reno S. Harp, one of the promoters of the electric line between Myersville and Middletown, advises the Manufacturers' Record that the company expects to let contracts in about fifteen days. Sixty-pound rails will be used on the line, which is to be about five miles long.

Greenville, Ala.—F. B. Pickering, one of the promoters of the South Alabama & Gulf Railroad, advises the Manufacturers' Record that the total length of this road is to be 291 miles, but the first section will consist of twenty-seven miles, from Greenville to Rutledge, Ala. The company states it expects to build 100 miles during the present year. He also advises the Manufacturers' Record that the company is in the market for 50 or 60-pound rails and equipment. Mr. Pickering may be addressed, at 18 Wall street, New York, Room 50.

Hope Mills, N. C.—H. M. Shearin, president of the Enterprise Land & Improvement Co., writes the Manufacturers' Record that the railroad which it is promoting is to be about forty miles long, and that thirteen miles have been partly graded. He states that work is now in progress between Hope Mills and Southern Pines. The temporary officers of the company are H. M. Shearin, president; Alexander Sessoms, vice-president and secretary, and L. R. Campbell, treasurer.

Louisville, Ga.—The Louisville & Augusta Railroad Co., which has recently been chartered, has a capital of \$150,000. The estimated distance to be built is fifteen miles, extending from Louisville, in Jefferson county, to Wrenn's Station. James U. Jackson, of Augusta, and F. W. Schofield, of the same city, are among the incorporators.

Lumberton, N. C.—A correspondent of the Manufacturers' Record states that it is understood that Philadelphia parties are promoting the proposed railroad line from Lumberton to Marion, S. C. Surveys have also been made for another line in Robeson county. It is reported, in the interest of the Atlantic Coast Line.

Middletown, Md.—It is reported that most of the capital stock has been secured to build the extension of the Frederick & Middletown Railroad between Myersville and Middletown. Reno S. Harp, at Frederick, Md., is one of those interested in the company.

Mobile, Ala.—It is reported that the necessary funds have been secured by the Mobile, Jackson & Kansas City Railroad Co. to complete the entire line, which will be about 180 miles long, between Mobile and Jackson, Miss. It is stated that the Gulf City Construction Co., of which Frank B. Merrill is general manager, expects to sign contracts immediately for the completion of the line within twelve months. About thirty miles are now ready for operation.

Monroeville, Ala.—It is reported that the Texas & Monroeville Railroad Co. has determined to extend its line about eight miles beyond the present terminus. The president of the company is U. Blacksher; vice-president, J. T. McGowan; secretary and treasurer, J. J. Sullivan.

Nashville, Tenn.—The Tennessee Central Railroad Co. is endeavoring to have its charter amended so as to build a road from Nashville to Clarksville, Tenn. Jere Baxter is president of the company.

Paragould, Ark.—It is reported that surveys have been completed for the Paragould Southeastern Railroad to Monroeville, Mo. The extension will be about ten and a-half miles long. The road is now in operation from Paragould, Ark., to Cardwell, Mo., a distance of twelve miles. W. C. Hasty is president, at Paragould, Ark.

Petersburg, Va.—The Petersburg city

council has granted the Richmond, Petersburg & Carolina Railroad Co. right of way from Petersburg for its proposed road, which is to extend from Petersburg to Ridgeway, N. C. [This is the road which is being promoted by DeWitt Smith, of No. 50 Broadway, N. Y.]

Robert Lee, Texas.—It is reported that twenty-five miles of the Colorado Valley Railroad line has been surveyed, and that construction work is to begin in the near future. The representatives of the Toledo Construction Co., of Toledo, O., who are the general contractors, are now looking over the ground. Irving Wheatcroft, Robert Lee, Texas, is general manager of the railroad company. The road is to extend from a connection with the Atchison, Topeka & Santa Fe system to a connection with the San Antonio & Aransas Pass Railroad, from Colorado to San Angelo.

Rogers, Mo.—The business men of Rogers have determined to contribute subscriptions to the stock for the purpose of building the railroad from McElhaney, Mo., to Harrison, Ark., which, it is announced, is to be built by the way of Bentonville and Rogers.

Sandy Spring, Md.—Parties interested in the proposed electric railroad from the District of Columbia line to Sandy Spring have determined to secure stock subscriptions amounting to \$72,000 in the interest of the enterprise. Charles C. Parker, Robert H. Miller and O. H. P. Clark are the committee in charge. W. S. G. Williams, of Baltimore, Md., president of the Baltimore & Washington Transit Co., which is now building a line from Washington to Silgo Park, is also interested in the matter.

Shreveport, La.—The Kansas City, Shreveport & Gulf Terminal Railroad Co. has been organized, with \$150,000 capital, for the purpose of building suitable terminal facilities, including tracks, buildings, etc., for the Kansas City, Shreveport & Gulf Railroad. The incorporators include J. M. Trimble, president; Samuel B. Hicks, vice-president; T. L. Alexander, secretary, and Chas. A. Braley, treasurer.

St. Louis, Mo.—It is reported that surveys have begun on the proposed railroad line from Eldon, Ia., to St. Louis, by way of Memphis and Paris, Mo. Charles Dubois, of Macon, Mo., is engineer.

Tuscarora, Ala.—It is understood that the Seaboard Railway Co. is now completing its proposed extension of five miles in the direction of Healing Springs, and that the necessary extension to reach the Springs, eighteen miles, may be built during the present year. S. T. Prince, at Mobile, Ala., is general manager of the company.

Vicksburg, Miss.—The Illinois Central has nearly completed the improvements on the Yazoo & Mississippi Valley division, near and around Vicksburg. The improvements include regrading at the freight yards, also a steel bridge. The tunnel which has been used by the company is to be replaced by an open cut.

Wheeling, W. Va.—It is reported that the plan of building a railroad line from Waynesboro, Pa., through Green and Fayette counties, in Pennsylvania, and Ohio and Marsh counties, in West Virginia, has been revived, and that a company may be formed to construct the line. Judge W. A. Crawford, at Waynesboro, Pa., is one of the parties interested.

Wilmington, N. C.—The Atlantic Coast Line has let a contract to construct a connection between the Wilmington & Weldon division and the Wilmington, Newbern & Norfolk division, near Wilmington. The line will be about three miles long, and will be constructed by convict labor. E. T. Wade, of Wade Station, is the general contractor.

Wilmington, N. C.—It is reported that the Atlantic Coast Line has determined to construct about nine miles of branch line in Robeson county, N. C.

Wilmington, N. C.—A company termed the Southeastern Railroad Co. has been organized to build a railroad line proposed from Elrod, on the Atlantic Coast Line, to Hub, N. C. The road will be about twenty-two miles long, and will form a branch of the Atlantic Coast Line system, connecting the Wilmington & Weldon division with the Wilmington, Chadbourne & Conway road. The directors of the Southeastern Company are H. Waters, of Baltimore; W. G. Elliott and J. R. Kenly, of Wilmington. W. G. Elliott may be addressed, at Wilmington, for further information.

Street Railways.

Charleston, W. Va.—It is reported that New York parties are negotiating for the Charleston Street Railroad, and may purchase it, with a view of rebuilding it for an electric system. The line is about four miles long. H. Couch is receiver of the company.

Knoxville, Tenn.—The Knoxville Street Railroad Co. proposes to build an extension in North Knoxville to be operated by the trolley system. C. C. Howell represents the company.

New Orleans, La.—The Carrollton Railroad Co., it is reported, has arranged to build its proposed extension in the city and suburbs. H. P. Dart is representative of the company.

Wheeling, W. Va.—It is stated that the Wheeling & Elm Grove Railroad Co. is about ready to let contracts for the construction of its electric line. The road is to be laid with 90-pound rails, and within the city limits will be two and a-half miles long. Brown & Hazlett, engineers, at Wheeling, may be addressed for further particulars.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—The Lyle Ice Co., F. M. Stansborough, manager, Fitzgerald, Ga., wants to buy an air compressor for lifting water from a series of shallow wells, size from 7x7 to 10x10 preferred; second-hand machine, in good condition, would answer purpose.

Bicycles.—The Central Manufacturing Co., Chattanooga, Tenn., wants to correspond with makers of bicycles, especially grade retailing at \$30.

Boiler and Engine.—T. E. Mim, Port Jervis, N. Y., wants to buy a 50-horse-power boiler and engine; engine to be compound type, triple expansion cylinder, and boiler to carry 160 to 200 pounds per square inch.

Boilers and Engines.—See "Irrigation System."

Bridge.—The Board of Public Works, Louisville, Ky., is asking for bids on the construction of a steel bridge sixty feet wide and 50-foot span; cost to be about \$18,000. Bids will be opened August 11.

Broom Machinery.—C. L. Baker, Knoxville, Tenn., wants to buy broom machinery and supplies for factory.

Corn-mill Machinery.—W. P. Neely, Walkup, N. C., wants wire three-quarter or one-inch mesh, for screen for corn-mill hopper.

Dry-kilns.—The Cleveland County Manufacturing Co., Lattimore, N. C., want to correspond with makers of dry-kilns.

Electric-light Plant.—The Elkin Manufacturing Co., Elkin, N. C., wants a 300 or 400-light incandescent dynamo, second-hand, first-class make, switchboard, wires, lamps, etc.; will be about two miles of street-main cables.

Electric-light Plant.—The Williamston Oil & Fertilizer Co., Williamston, S. C., wants to buy an electric-light plant for thirty lights, complete, with engine, etc.

Engine.—See "Electric-light Plant."

Engine.—The Carolina Cooperage Co., Wilmington, N. C., wants a second-hand upright engine, ten to fifteen horse-power.

Engine.—The Atlanta Machine Works, Atlanta, Ga., wants a 60 to 75-horse-power Corliss engine, in good condition.

Engine.—Wanted.—A 500-horse-power compound condensing engine, automatic type, with pump and condenser; also simple engine. Address H. C. C., care of Manufacturers' Record.

Excelsior Machinery.—Samuel M. Birely, Thurmont, Md., wants to correspond with makers of excelsior machinery.

Gas-machine Makers.—The Solar Gas & Machine Co., 346 Broadway (New York Life Building), New York city, wants to correspond with manufacturers who have facilities for manufacturing gas machines. Address M. H. Sherwood, treasurer.

Grain Elevator.—James J. Swaine, 1918 Mt. Royal avenue, Baltimore, Md., will want chain-wheels, chains, rubber belting, etc., for floating grain elevator.

Grinding Machinery.—N. R. White & Co., Box 15, Suffolk, Va., want to correspond

with makers of machinery for grinding plastic rock (gypsum).

Heating Plant.—Bids are wanted until August 17 for installing heating plant (hot water) in college at Raleigh, N. C. Plans and specifications at office of architect, H. E. Bonitz, Wilmington, N. C., or of J. C. L. Harris, of Raleigh. Address J. C. L. Harris, chairman of committee.

Hoisting Machinery.—C. H. & J. Stadler, Houston, Texas, want to buy hoisting machinery.

Ice-factory Equipment.—M. J. Egan, Augusta, Ga., wants to correspond with builders of ice factories complete.

Irrigation-system Machinery.—Company at Crowley, La., will want boilers, engines, pumps and other machinery for irrigation system. Address J. F. Miller.

Lumber Machinery.—P. J. Fore, Box 230, Selma, Ala., wants prices on stump puller.

Machine Tools.—W. P. Neely, Walkup, N. C., wants pipe cutters, pipe dies, chain wrenches, etc.

Machine Tools.—The Standard Boiler & Bridge Co., Bellaire, O., is in the market for a power punch sufficient to punch 1 1/4-inch holes through inch plate; second-hand will do.

Model Barges.—United States Engineer Office, Custom-house, St. Louis, Mo., August 2, 1897.—Sealed proposals for model barges will be received here until 12 o'clock noon, standard time, September 1, 1897. Information furnished on application; Thomas H. Handbury, major, engineers.

Oil-mill Supplies.—T. T. Dickinson & Bro., Buena Vista, Va., want poplar barkers for use in sassafras-oil-mill business.

Pumps.—See "Irrigation System."

Quarrying Machinery.—C. H. & J. Stadler, Houston, Texas, want to buy stone-cutting machinery.

Railway Equipment.—Rails and equipment will be wanted for 127 miles of railroad; rails to be fifty-seven to sixty pounds in weight. Address P. McDonald, care of W. Satfin, attorney, 22 and 24 State street, New York.

Telephone Equipment.—The Citizens' Telephone Co. will purchase equipment for telephone, etc. Address W. B. Seaton, Ashland, Ky.

Terra-cotta Pipe.—B. T. Schofield & Sons, Frostburg, Md., want to correspond with manufacturers of terra-cotta pipe, especially makers located near Baltimore.

Water Works.—The city of Monticello, Ark., will contract for the drilling of an artesian well, and, if quality of water obtained suits, will construct \$30,000 works. Address E. B. Windes, V. J. Trotter and Harry Hankins, committee.

Water Wheels.—G. S. Sexton, Wytheville, Va., wants to correspond with builders of wood and steel overshot wheels.

Well Drilling.—Proposals will be opened August 18 for drilling an artesian well, six-inch well, 800 feet deep. For specifications address J. D. Clark, temporary mayor, Scranton, Miss.

Well-drilling.—See "Water Works."

Well-drilling.—The Goldsboro Furniture Manufacturing Co., Goldsboro, N. C., wants to correspond with parties who contract for drilling a deep well, eight inches in diameter.

Woodworking Machinery.—The McLaurin Lumber Co., McLaurin, Miss., is in the market for small edger, second-hand or new.

TRADE NOTES.

Saw Mill for Sale.—An excellent opportunity to invest in a Southern saw mill is being offered by Mr. A. Tredwell, 130 Main street, Norfolk, Va.

Woodworking Plant.—The Cordesman Machine Co., of Cincinnati, O., has recently obtained contract for supplying woodworking machinery for a factory at Alexandria, La.

Iron-work Contract.—Messrs. Norrish, Burnham & Co., Inc., of Glen Rock, Pa., have secured contract to supply iron work for the Riddlemoser Building, now erecting at Baltimore.

Cahall vs. Babcock & Wilcox.—The motion for injunction in the suit of Cahall vs. Babcock & Wilcox for infringements of patents has been decided in favor of the Babcock & Wilcox Co. in the United States Court, Western district of Pennsylvania.

Machine Tools for Japan and China.—Mr. F. W. Horne, who is now on his way to Yokohama, Japan, has placed a large order for lathes, planers, shapers, milling ma-

chines, etc., with the Davis & Egan Machine Tool Co., of Cincinnati, O. He will represent that company in China and Japan.

Trade Brightening.—Trade seems to be brightening up a good deal with Messrs. Hench & Dromgold, of York, Pa., manufacturers of agricultural implements and machinery. They are busy filling an order for grain drills and cider mills, and have received orders from California for cultivators, harrows, etc.

Good Contract.—The Hudson Machine Co., of Hudson, N. H., with office at 40 State street, Boston, has secured the charter for an electric-lighting plant in the towns of Mansfield and Foxboro, Mass., and will put in compound condensing engines and boilers of 400 horse-power, and dynamos of 5000 lights capacity.

Iron Works.—The United Gas Improvement Co., of Philadelphia, is erecting at Atlanta, Ga., a water-tower and tank, the latter to have a capacity of 10,000 gallons and be supported on a tower sixty feet high. The contract for furnishing and erecting the tank and tower has been let to the Berlin Iron Bridge Co., of East Berlin, Conn.

Cotton Planter.—The E. M. Rumph Manufacturing Co., of Marshallville, Ga., will engage in the manufacture of the Cleve patented cotton planter, dropper and driller. The company claims for this device many points of merit exceeding other devices of its class, and believes that the cotton-growers of the South will welcome the invention.

Heating System.—Mobile, Ala., is not only showing great progress in its exports and imports, but is keeping up with the procession in other ways. The historic and handsome old Barton Academy is to be enlarged, and the school board has unanimously decided to contract with the Peck-Hammond Co., of Cincinnati, O., for its improved system of heating, ventilation and sanitary dry closets for the entire building.

The Rhenish-Westphalian Explosive Co., of Cologne, Germany, is now erecting at Jersey City, N. J., a plant for the production of dynamite, gun-cotton, nitro-glycerine, gunpowder and other high explosives. The company has a large force of men at work in pushing the completion of the plant, which will operate as a branch of the German establishment, thus avoiding the payment of the high duties imposed upon its output by the new tariff law.

Coal and Coke.—The Standard Coal Co., of Brookwood, Ala., is a concern of good standing and reputation in the mining of the Milldale seam superior blacksmith and steam coal. The supremacy of the company's washed blacksmith coal and its foundry coke has been well sustained with its large clientele of users; its coke is especially adapted for foundry and smelting purposes. The company's present output is about 1000 tons of coal daily and 6000 to 7000 tons of coke monthly, and it is desirous of increasing its market.

The National Mantel & Tile Co., whose headquarters are in the Manufacturers' Record Building, at Baltimore, has been very successful in introducing its specialties in the North, as well as Baltimore and vicinity. Recent contracts which it has secured are from John Wanamaker, of Philadelphia, in the latter's establishment in that city; also for work in Dennett's large restaurant in the same city. It is also doing the necessary work in the courthouse at Harrisonburg, Va., and furnished the mantels, tiling, etc., for St. Joseph's Hospital, in Baltimore, and the Fayette restaurant, one of the finest in the city.

Machine Tool Works.—The Davis & Egan Machine Tool Co., of Cincinnati, O., has purchased the extensive works formerly occupied by the W. S. Morrill Chemical Co., at Cincinnati. The buildings are massive and modern, adapted to the operation of heavy machinery. They are 103 feet front, five floors, with basement and sub-cellars, having a railroad frontage on two streets. The new purchasers are making a complete installation of new engines, boilers, generators, dynamos, etc., and will have when completed an up-to-date power plant. The new addition joins the present works of the Davis & Egan Co., the purchase being necessitated by the rapidly-expanding foreign trade.

TRADE LITERATURE.

Drop Forges.—An illustrated price-list and catalogue of the Keystone Drop Forge Co.'s products has been issued for distribution. The company's works are at Philadelphia, Pa., and its goods comprise drop forgings of

every description in iron, steel, copper and bronze.

Buckeye Engines.—The third edition of the illustrated circular of the Buckeye compound automatic cut-off engine (J. W. Thompson's patents) has been issued by the Buckeye Engine Co., of Salem, O., manufacturer of this type of engine. A most thorough exposition of the merits and mechanisms of this Buckeye engine are presented in the circular, copies of which may be obtained on application.

Sunshine Stoves, etc.—No. 31 catalogue of Sunshine stoves, ranges, furnaces, etc., is now ready for distribution. The Reading Stove Works, Orr, Painter & Co., of Reading, Pa., manufacture this line of heating and cooking apparatus, and in the new catalogue it has been their aim to present the finest representation of a complete line of such goods ever published. The workmanship and materials utilized in producing these stoves is of the highest grade obtainable, and the illustrations, descriptions and prices given in the catalogue, together with details of construction, give full understanding of the apparatus in question.

Machine Tool Works.—A book of interior views of the Garvin Machine Co.'s new building at Spring and Varick streets, New York city, is now being distributed. This company is now conducting the business established in 1862 and incorporated in 1889 as the Garvin Machine Co. The disastrous fire of March 6, 1896, made it necessary for the company to seek these new quarters, which are equipped throughout with electricity, furnishing power for driving machinery, one passenger and two freight elevators, also lighting. Every modern convenience has been installed, including a telephone system of twenty-six stations. The company is prepared to accept orders for machine tools of all kinds, both large and small.

Industrial News from Birmingham.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., August 9.

There was not enough life in the market the past week to test either its strength or its weakness. As a rule, quotations were maintained. There were exceptions, the most notable among them being the acceptance of an offer of \$6.10 for 3000 tons of gray forge by an interest that heretofore has been solid for quotations or "a shade higher." The rolling mills have again started up with a part of their plant in operation, and the promise of a resumption in all departments before the end of the week. There are rumors of improvements at the Gate City Rolling Mill of a character similar to those of the Birmingham Rolling Mill, but so far they lack confirmation. The print mill has reached the third story, and it is being pushed in its erection as fast as possible. By November the main buildings will be under roof, and by January the machinery will be placed and in operation. The fertilizer works are also being pushed to rapid completion, and in thirty days, barring unforeseen delays, they will start up. The Semet-Solvay Company is making rapid progress with its plant. The East Birmingham dummy line has been purchased by Eastern parties, who are supposed to own other similar interests here, and it will be changed to the trolley system and greatly improved. The Powderly line has caught the fever of improvement, and is expending \$40,000 in betterments. The Enslly line is being changed to the trolley system, and we will soon have all our local lines operated by this system.

The coal trade is enjoying great activity. Several of the large corporations have more orders than they can supply, and all find a ready market for their output. The demand is not confined to any one special line, but is general, and among it is "a right smart sprinkle" of export orders.

J. M. K.

Literary Notes.

The Harpers are soon to bring out a book that will display the humor and fancy of the late H. C. Bunner in an unusual and delightful way. It is en-

titled "Three Operettas," and is designed for children. It is said that in his librettos Mr. Bunner has done some charmingly whimsical work, and that the music, written for it by Oscar Weil, is very happily adapted to the lyrics.

In McClure's Magazine for September will be reproduced a superb life-cast of the face of Henry Clay, made by John H. I. Browne in 1825, when Clay was forty-eight years old. It is probably the most real and vivid likeness of Clay in existence, and it has never been published. In the same number of McClure's will be reproduced the only portrait ever painted of Mrs. Henry Clay.

"The Memento," compiled by Mr. Stephen F. Power, dedicated to his Natchez friends, has just been issued. The work is highly illustrated in half-tone engravings, and sets forth the history and the industrial and commercial progress of Natchez, Miss. It deals with the old and new, and contains articles on the progress of the city under the old regime and under the present. Among the contents is "Natchez: Its Past, Present and Future," by Major Thomas Grafton.

The features of the midsummer Harper's are "The Inauguration," a companion article to "The Coronation," by Richard Harding Davis, illustrated by C. D. Gibson and T. de Thulstrup; "The Hungarian Millennium," by F. Hopkinson Smith, illustrated by the author; "White Man's Africa, Part X, British and Boer Government," by Poultney Bigelow, illustrated by R. Caton Woodville; "The Century's Progress in Physics, Part II, the Ether and Ponderable Matter," by Henry Smith Williams, M. D., and "A State in Arms Against a Caterpillar," by Fletcher Osgood, illustrated by Edwin B. Child, and from photographs.

The strike at the Fulton Bag and Cotton Mills, Atlanta, Ga., has been fully settled, and the operatives have resumed work. Owing to the employment of negroes in this plant, the 1500 operatives ceased work last week, and trouble seemed likely, but through the good offices of Mr. Hoke Smith a committee of the strikers and the president of the company met and settled the strike by making reasonable concessions to the striking operatives.

Those who travel select their route, and we commend the Fitchburg Railroad as one of the most attractive. The scenery is one continuous panorama of beauty, especially through the famous Deerfield Valley. Other localities are beautiful in spots, but the charm of this route lies in the fact that there are no long, uninteresting stretches of landscape, with only occasional views that are worth seeing, and in every direction the eye is filled with the varied beauty of river, mountains and smiling valleys. For miles the road follows the winding course of the Deerfield river, and on either side of the car there is a constantly-shifting scene of dimpling waters girt about with the grandeur of the "everlasting hills." We have taken this journey at different seasons of the year—in midwinter, when the dazzling white of the snow made an artistic contrast with the dark green of the solemn pines; in the heat of midsummer, and in the glories of autumn, and of all the months in the year, September and October, when the trees take on their most gorgeous coloring, are the most favorable for seeing this section of New England at its best. The service, too, on this road is excellent, and the accommodations first-class in every respect. It also possesses the advantages of being the most direct route to or from the West.

Rally 'Round the Flag.

The thirty-first annual encampment of the G. A. R. will be held August 23, in the city of Buffalo.

President McKinley, members of the Cabinet and Diplomatic Corps, the gov-

ernors of various States and their staffs, will be present, and an enthusiastic reception will be given the Veterans.

Tickets at one fare for the round trip will be sold by the Baltimore & Ohio Railroad from all stations on its line east of the Ohio river for all trains August 21, 22 and 23, valid for return until August 31.

For further information call on or address nearest B. & O. agent.

Whitehall Terminal—New Entrance to New York City via B. & O.—Unequaled Facilities.

Whitehall Terminal, the new entrance into New York city, opened for business by the Baltimore & Ohio Railroad on Monday, July 19, is the most convenient station to and from all parts of New York city and Brooklyn. This terminal is at South Ferry, east of Battery, and from it, under the same roof, direct connections are made with trains of the Second, Third, Sixth and Ninth-avenue Elevated Roads; Broadway, Columbus and Lexington-avenue Cable Lines; East and West Side Belt Lines of horse cars; South Ferry, Staten Island Ferry, Hamilton Avenue and Thirty-ninth Street (Brooklyn) Ferry.

Ask for tickets to New York via B. & O. and save inconvenience. D. B. Martin, manager passenger traffic; J. M. Schryver, general passenger agent.

Virginia Hot Springs.

After a brief visit to Virginia Hot Springs, I am quite prepared to believe the wonders that are told concerning that picturesque region. Even the tale of a grinning darkey, who informed me that a cripple of years' standing had that morning, after a brief course of the baths, "frowed away his crutches," did not sound a bit improbable. Aside from the curative qualities of the Springs, which are famous, I believe, the world over, the region itself should, I think, serve as an invitation to invalids to forget their bodily woes, and stimulate the healthy into a new enjoyment of life. I have traveled far and witnessed much impressive scenery in my time, but the lofty Virginia hills contain an element of grandeur and beauty that is as invigorating to the senses as the rarefied air to be found at their summit.

I have always maintained that the most gratifying human condition is to be found in a combination of civilization and the wilderness; in a tempering, so to speak, of the beauties of nature with the comforts of home. It is like a pleasant page from an extremely agreeable fairy tale to climb 2500 feet up the sides of giant hills, in the railroad train that runs from Covington to Hot Springs, and find a luxurious modern hotel perched amid a nest of even taller hills that go towering up for 1500 feet more. The recreations of the place are of a kind to harmonize with the scenery. There are well-trained horses to ride and drive. There are golfing grounds for admirers of that pastime. There is a well-built casino, where an excellent orchestra discourses dance music in the evenings. Then, when one turns away from these artificial attractions, there is the endless panorama of the mountains, with their variegated coloring and majesty of outline, forming a picture quite charming enough to compensate the traveler for the all-night journey from New York.

I noticed at the Springs an apparent scarcity of invalids. This, I suppose, is due to the fact that it is impossible to remain an invalid long after testing the efficacy of these waters. Three generations of people, I am told, have testified to it, and as many more will doubtless follow their example. The treatment of the worn-out and debilitated consists in a combination of baths and administration of the mineral waters, though as a resting place for people afflicted with no mental or physical ill at all I do not exactly see how the Springs could be improved upon. The New Homestead, as the aforesaid mountain hotel is called, is a gem of its kind; the scenery, as I have hinted, would enrapture any artist in the land, and the waters seduce the decrepit into indulgence in athletics. No wonder the Virginia Hot Springs are growing more and more popular with the people of fashion, and no wonder the officials of the Chesapeake & Ohio Railway are inclined to boast of their beautiful garden in the Virginia hills. In their place I should do the same thing.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for this page.

New Corporations.

The Greenville Bank of Emporia, Va., recently organized, has begun business, with E. C. Goodwyn, cashier.

The Railway & Expressmen's Investment Co. has been formed at Fort Smith, Ark., with \$15,000 capital. John D. Castner is president; H. P. Vallee, vice-president, and John A. Mowen, secretary.

The Phoenix Investment Co., of Little Rock, Ark., has been incorporated, with \$10,000 capital, with A. A. Anderson, president; S. T. Tomlinson, vice-president, and G. A. Tomlinson, secretary and treasurer.

The State Bank of Fulton, Ky., has been organized, with \$25,000 capital, with the following officers: Smith Field, president; C. E. Wright, cashier. The bank expects to begin business about September 15.

New Securities.

Ira Julian, mayor, will receive bids until September 1 for the purchase of \$130,000 worth of 4 per cent. bonds issued by the city of Frankfort, Ky.

The Lone Star Brewing Co., of San Antonio, Texas, is considering the idea of issuing \$300,000 in bonds. Frank Arnold is president of the company.

It is reported that bids will be received until August 30 for the purchase of \$25,000 worth of improvement bonds issued by Scranton, Miss. The bonds bear interest at the rate of 6 per cent. J. D. Clark, mayor, may be addressed.

A dispatch from Mobile, Ala., states that at a special election the taxpayers voted in favor of municipal ownership of water works and sewerage systems. It is proposed to issue \$500,000 in bonds to build or acquire a system of water works, and \$250,000 in bonds for sewerage purposes. The mayor will give further information.

Dividends and Interest.

It is announced that the Southern Publishing House at Nashville, Tenn., has declared a dividend of 6 per cent.

The interest due on bonds of the Weckerling Brewing Co. and Crescent Brewing Co. are being paid at the offices of these companies in New Orleans. The Hibernia National Bank of New Orleans is paying interest on bonds of the New Orleans & Carrollton Railroad Co.

Financial Notes.

J. O. Johnston has been appointed cashier of the First National Bank of Rock Hill, S. C.

R. H. Courtney has been appointed receiver of the Southern Land & Improvement Co. at Louisville, Ky.

The Fidelity Trust & Loan Co., of Mobile, Ala., announces that it will open a savings department in connection with its business in that city.

Receivers of the Baltimore & Ohio Railroad Co. announce that they are unable to pay now the coupons on the 5 per cent. gold bonds of 1925, due August 1, 1897. If, however, on the application of the Union Trust Co., now pending, the decision of the court shall be that the bonds are entitled to the same lien on the main line as the consolidated mort-

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gage bonds, then the receivers will promptly pay these coupons. Speyer & Co. give notice that they are prepared to purchase, on and after August 1, such coupons at their face value on the bonds which have been deposited with them, and to pay the amount thereof to the holders of trust receipts issued under the agreement of April 10, 1896, for deposited bonds, on presentation of such receipts at their office to be stamped with such purchase.

JOHN L. WILLIAMS & SONS, BANKERS.

Dealers in RICHMOND, VA.

Southern Investment Securities.

MUNICIPAL BONDS A SPECIALTY.
Correspondence Invited.

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CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

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The Big Union Mining Co.

Owens and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. Its mines lie on the same contact vein with the most noted of the great Leadville mines. One of these, the "Little Johnny," is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month, and it is now paying monthly dividends of \$100,000 to \$200,000. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them:

OFFICERS:

R. E. LYON, President.
STEPHEN H. EMMENS, Vice-President.
H. B. TILDEN, Treasurer.

DIRECTORS:

B. L. Duke, the great tobacco manufacturer of Durham, N. C.
W. T. O'Brien, of the American Tobacco Co., Durham, N. C.
Stephen H. Emmens, Pres. of the Mining and Industrial Exchange, New York City.
R. E. Lyon, of Baltimore, Md.
L. D. Heartt, Cashier First National Bank, Durham, N. C.
H. B. Tilden, of Baltimore, Md.

The stock of this company has been listed on the New York Mining and Industrial Exchange. The office of the company is at 849 Equitable Building, Baltimore, Md.

The treasury stock now being offered affords an investment opportunity that is well worth looking into.

The company does not care to sell in small lots, but will be glad to confer with investors with reference to the purchase of large blocks. The officers feel confident that the facts to be presented concerning the company's property will appeal to the best informed and most conservative and cautious investor.

Mercantile Trust & Deposit Co.

OF BALTIMORE.

Paid-up Capital, \$1,000,000.

Surplus, \$1,000,000.

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On which interest is allowed, governed by current rates obtainable.

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This company is a Legal Depository for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution.

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ACTS as Trustee of Mortgages of Corporations and accepts Transfer Agency and Registry of Stocks.

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Bonds furnished Officers and Employees of Mercantile Houses, Banks, Railroads, Express and Telegraph Companies.
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CAPITAL..... \$500,000.00

STOCKHOLDERS' LIABILITY..... 500,000.00

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THE AUDIT COMPANY examines and reports upon the accounts and financial condition of corporations, copartnerships, and individuals, and examines and reports upon the physical condition of railroad, manufacturing, and other properties.

Its services are of value to investors, financial institutions, borrowers of money, directors of corporations, merchants, firms, and purchasers of properties.

Temporary offices, Room No. 32, third floor, EQUITABLE BUILDING, 120 Broadway, New York.

The Anthracite Coal Operators' Association has issued its report for August. Copies can be obtained by addressing the office, at 26 Cortlandt street, New York city.

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Alber & Byrne..... 6	Chapman, Wm. A., & Co..... 21	Chapman Valve Mfg. Co..... 17	Fulton Steam Boiler Wks. & Fdry..... 15	McClave, Brooks & Co..... 16	Schneider Mfg. Co..... 26	
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Alexander & McLaughlin..... 20	Chattanooga Steel Roofing Co..... 26	Chesapeake Belting Co..... 11	Gallert, S..... 23	McDonald, John, & Sons..... 6	Seidel, R. B..... 4	
Allen Anti-Rust Mfg. Co..... 27	Chattanooga Steel Castings Co..... 13	Chicago Belting Co..... 11	Gandy Belting Co..... 11	McFadden, Charles, Jr..... 6	Shaw, Willis..... 23	
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Apollo Iron & Steel Co..... 20	Clark, W. J., Co..... 32	Clendenin Bros..... 12	Gregory Co., C. E..... 23	Miller Bros. & Co..... 6	Smith, Frank A..... 23	
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Armitage Mfg. Co..... 27	Clark, W. J., Co..... 32	Clendenin Bros..... 12	H		Smith & Kilby Co..... 24	
Ashtabula Tool Co..... 8	Clark, W. J., Co..... 32	Clendenin Bros..... 12	Haines, Jones & Cadbury Co..... 40	Moore & McCrary..... 6	Snediker & Carr..... 26	
Asphalt Ready Roofing Co..... 40	Clark, W. J., Co..... 32	Clendenin Bros..... 12	Haines, William S..... 4	More, Jones & Co..... 13	Snow Steam Pump Works..... 34	
Atkins, E. C., & Co..... 28	Clark, W. J., Co..... 32	Clendenin Bros..... 12	Hales & Ballinger..... 6	Morse Twist Drill Mch. Co..... 2	Southeastern Lime & Cement Co..... 6	
Atlanta Terra Cotta Co..... 24	Clark, W. J., Co..... 32	Clendenin Bros..... 12	Harrington & King Perforat'g Co..... 4	Morse, Williams & Co..... 40	Southern Fdry. & Mch. Works..... 2	
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Baily Mfg. Co..... 39	Clendenin Bros..... 12	Clendenin Bros..... 12	Hickman, Williams & Co..... 24	National Roofing & Supply Co..... 27	Springfield Gas Engine Co..... 16	
Baird, U., Machinery Co..... 12	Clendenin Bros..... 12	Clendenin Bros..... 12	Hiertz, Theo., & Son..... 13	New Atlantic Hotel..... 36	Sprout, Waldron & Co..... 19	
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Ball Engine Co..... 9	Clendenin Bros..... 12	Clendenin Bros..... 12	Hirsch, L. K..... 24	Newburg Ice Mch. & Engine Co..... 19	Standard Mill Supply Co..... 30	
Baltimore, Chesapeake & Richmond Steamboat Co..... 33	Clendenin Bros..... 12	Clendenin Bros..... 12	Hoe, R., & Co..... 1	Newport News Shipbuilding & Dry Dock Co..... 17	Standard Oil Co..... 26	
Baltimore Engraving Co..... 36	Clendenin Bros..... 12	Clendenin Bros..... 12	Holmes, E. & B., Machinery Co..... 1	New Process Rawhide Co..... 10	Standard Paint Co..... 27	
Baltimore & Ohio R. R..... 33	Clendenin Bros..... 12	Clendenin Bros..... 12	Hoopes & Townsend..... 25	New York Coupling & Supply Co..... 10	Standard Tool Co..... 27	
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Barber Asphalt Paving Co..... 21	Clendenin Bros..... 12	Clendenin Bros..... 12	Howard-Harrison Iron Co..... 8	Niagara Stamping & Tool Co..... 27	Starr, B. F., & Co..... 19	
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Brooks, T. H., & Co..... 27	Clendenin Bros..... 12	Clendenin Bros..... 12	Lane Manufacturing Co..... 29	Poulter & Co..... 24	Valdosta Foundry & Machine Co..... 24	
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Ads. marked thus * appear every other week.
Ads. marked thus † appear in first issue of each month.
Ads. marked thus ‡ not in this issue